2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

71

Pittsylvania County City of Danville Town of Chatham Town of Gretna Town of Hurt

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route Length AADT QA 4Thr Sus 2Aaig 3-Aykog 1 Traus 2Trau						Pitts	sylvania Mainten	ance Are	ea							
23	Route	Length	AADT	QA	4Tire	Bus	-			QC		QK		AAWDT	QW	Year
220	City of Danville				P				-							
202	29	0.23	16000	G		1%			1%	F	0.065	F	0.566	16000	G	2002
Section Sect	~~				To: From:											
260	[29]	1.10	11000	G	77%	1%	3% 3%	16%	1%	F	0.07	F	0.527	11000	G	2002
28	~~~															
1.85 16000 G 77% 1% 3% 3% 16% 1% F 0.072 F 0.526 16000 G 2002	[29]	2.60	11000	F	77%	1%	3% 3%	16%	1%	F	0.083	F	0.505	11000	F	2002
1.48 18000 G 77% 1% 3% 3% 16% 1% F 0.072 F 0.551 18000 G 2002	~~															
1.48	[29]	1.85	16000	G	77%	1%	3% 3%	16%	1%	F	0.072	F	0.526	16000	G	2002
1.88 9100 G 77% 19% 39% 39% 16% 19% F 0.075 F 0.668 9100 G 2002	~															
188 9100 G 77% 1% 3% 3% 16% 1% F 0.075 F 0.688 9100 G 2002	[29]	1.48	18000	G	77%	1%	3% 3%	16%	1%	F	0.072	F	0.551	18000	G	2002
NCL Danville	~							Boston Rd								
	29	1.88	9100	G		1%			1%	F	0.075	F	0.668	9100	G	2002
	<u> </u>				To:		NCL Danvill	e								
29	Pittsvlvania Countv				From:		NOLD III		1							
SR 300 Links Creek Rd	(20)	0.26	9100	G		1%			1%	F	0.075	F	0.668	9100	G	2002
29	(29)	0.20	3100	J		1 70			1 70	ı	0.073	•	0.000	3100	J	2002
BUS US 29 North of Darville		6.59	8600	G		10/			10/-	_	0.078	_	0.546	8600	G	2002
29	29	0.36	0000	G	1170				1 70	Г	0.076	г	0.540	0000	G	2002
23	~	0.70	00000	_					40/		0.075		0.540	00000		0000
29 3.49 17000 G 80% 1% 3% 1% 14% 1% F 0.079 F 0.503 17000 G 2002	29	0.76	20000	G	80%	1%	3% 1%	14%	1%	F	0.075	F	0.548	20000	G	2002
Time	~~~															
3.18 8000 G 80% 1% 3% 1% 14% 19% 19% F 0.087 F 0.502 7800 G 2002	29}	3.49	17000	G	80%	1%	3% 1%	14%	1%	F	0.079	F	0.503	17000	G	2002
SCL Chatham	~				To: From:				-							
SCL Chatham	[29]	3.18	8000	G		1%			1%	F	0.087	F	0.502	7800	G	2002
SCL Chatham	~				Tn-		SCL Chathar	n								
29	Town of Chatham				From:		SCI Chathar									
Section Continue	$\widetilde{\Omega}$	0.03	8000	N		1%			1%	N	0.087	N	0.502	7800	N	2002
29	(29)	0.00	0000			1 70			170		0.007	.,	0.002	7000	.,	2002
NCL Chatham		0.76	10000	G		10/			10/-	_	0.077	_	0.503	10000	G	2002
29 2.75 10000 N 80% 1% 3% 1% 14% 1% N 0.077 N 0.503 10000 N 2002	29)	0.76	10000	G		170			170	Г	0.077	г	0.503	10000	G	2002
29 2.75 10000 N 80% 1% 3% 1% 14% 1% N 0.077 N 0.503 10000 N 2002):4						TVCD CHARIA									
Section Sect	attsylvania County				From:		NCL Chathar	n								
Second S	29	2.75	10000	N	80%	1%	3% 1%	14%	1%	Ν	0.077	Ν	0.503	10000	Ν	2002
Second Process Seco					To:		US 29 Bus N of Ch	natham								
1.83 8400 B 80% 1% 3% 1% 14% 1% A 0.107 A 0.532 8200 B 2002	20	6.12	12000	G		1%			1%	F	0.076	F	0.518	11000	G	2002
1.83 8400 B 80% 1% 3% 1% 14% 1% A 0.107 A 0.532 8200 B 2002	20)				To:											
SR 40 West of Gretna	(20)	1 83	8400	В		1%			1%	Α	0 107	Α	0.532	8200	В	2002
29 2.48 9400 G 80% 1% 3% 1% 14% 1% F 0.073 F 0.528 9200 G 2002 Total N US 29 Bus N of Gretna N US 29 Bus N of Gretn	(29)	1.00	0.00	_	To	1 70			. , ,		0.101	,,	0.002	0200	_	2002
Solution		2.48	9400	G		1%			1%	F	0.073	F	0.528	9200	G	2002
3.08 12000 G 80% 1% 3% 1% 14% 1% F 0.076 F 0.541 12000 G 2002	29)	2.40	3400	G	00 /0	1 70			1 70		0.073	•	0.520	3200	O	2002
29 4.08 13000 G 80% 1% 3% 1% 14% 1% F 0.08 F 0.577 13000 G 2002		2.00	12000	G		10/			10/		0.076		0.541	12000		2002
29 4.08 13000 G 80% 1% 3% 1% 14% 1% F 0.08 F 0.577 13000 G 2002	29	3.00	12000	G	00%	170	3% 1%	14%	1%	Г	0.076	Г	0.541	12000	G	2002
Sust Signature Sust		4.00	10000			40/		4.40/	40/		0.00		0.533	10000		0000
Sust Signature Sust	29	4.08	13000	G	80%	1% 	ა% 1% 	14%	1%	F	U.U8	۲	0.5//	13000	G	2002
City of Danville SCL Danville					To: From:											
City of Danville SCL Danville	[29]	3.15	9200	G		1%			1%	F	0.072	F	0.533	9000	G	2002
Bus From: SCL Danville	~				10:		Campbell County	Line								
Separation Street Separation Separat					Erom-		007.5		,							
Bus Withers Rd 29 West Main Street 0.91 14000 G 96% 1% 1% 0% 1% 0% F 0.085 F 0.519 15000 G 2002	~~~	0 8 7	12000	G		10/			0%	F	U U83	F	0.51	12000	G	2002
29 West Main Street 0.91 14000 G 96 <u>% 1% 1% 0% 1% 0%</u> F 0.085 F 0.519 15000 G 2002	29) WEST WALL STREET	0.07	12000	G	JU 70	1 70		1 70	0 /0	I,	0.003	1.	0.01	12000	G	2002
29 West Main Street 0.91 14000 G 96 <u>% 1% 1% 0% 1% 0%</u> F 0.085 F 0.519 15000 G 2002	Bus				From:		Withers Rd		-							
		0.91	14000	G	96%	1%	1% 0%	1%	0%	F	0.085	F	0.519	15000	G	2002
							Old Greensboro	Rd		_						

					Fills	yivania ivianilenance	Alea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1T		 il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Danville														
Bus West Main Street	0.65	40000	•	From:	10/	Old Greensboro Rd	0/ 00/		0.006	_	0.530	10000	0	2002
(29) West Main Street	0.65	18000	G	96%	1%	1% 0% 19 Memorial Dr	% 0%	¬ C	0.086	F	0.538	19000	G	2002
Bus				From:		W Main St								
(29) Memorial Dr	0.73	14000	G	96%	1%	1% 0% 19	% 0%	F	0.084	F	0.532	15000	G	2002
20)				To:		Bishop St								
Bus				From:				_						
(29) Memorial Dr	0.17	19000	G	96%	1%	1% 0% 19	% 0%	С	0.083	F	0.526	20000	G	2002
Pue				To: From:		Robertson Bridge								
Bus (29) Memorial Dr	0.14	16000	G	96%	1%	1% 0% 1	% 0%	F	0.092	F	0.644	17000	G	2002
(29) Wellional Bi	0.14	10000	Ŭ		170		70 070	_ '	0.002	•	0.011	17000	O	2002
Bus				From:		Park Ave								
29 Memorial Dr	0.71	13000	G	96%	1%	1% 0% 19	% 0%	F	0.098	F	0.553	14000	G	2002
0				To:		Primrose Pl								
Bus				From:				_		_			_	
(29) Memorial Dr	0.85	13000	G	96%	1%		% 0%	, F	0.097	F	0.537	14000	G	2002
Pue				To: From:		Central Blvd Memorial Dr								
Bus 29 Central Blvd	0.30	35000	G	96%	1%	1% 0% 1º	% 0%	∟ F	0.084	F	0.584	37000	G	2002
29) 3011.141 2.14	0.00	00000	•		170		70 070	_ '	0.001	•	0.001	0,000	Ü	2002
Bus				From:		Riverside Dr		_						
29 Central Blvd	0.97	32000	G	96%	0%	1% 0% 19	% 0%	F	0.087	F	0.532	34000	G	2002
<u> </u>				To:		Piney Forest Rd								
Bus				From:		Central Blvd				_			_	
29 Piney Forest Rd	0.52	30000	G	97%	0%	1% 0% 19	% 0%	С	0.085	F	0.543	31000	G	2002
Due				To:		Audubon Dr								
Bus 29 Piney Forest Rd	0.60	28000	G	96%	0%	1% 0% 1	% 0%	_ 	0.081	F	0.562	30000	G	2002
29 Piney Forest Rd	0.00	20000	J	30 70	070		70 070	_ '	0.001	'	0.002	30000	O	2002
Bus				From:		Keensmill Rd								
29 Piney Forest Rd	0.31	28000	G	96%	0%	1% 0% 19	% 0%	С	0.079	F	0.569	29000	G	2002
\bigcirc				To:		Ash St								
Bus				From:										
29 Piney Forest Rd	0.98	28000	G	96%	0%	1% 0% 19	% 0%	F	0.078	F	0.59	30000	G	2002
D.::-				To: From:		Franklin Blvd								
Bus 29 Piney Forest Rd	0.44	16000	G	96%	0%	1% 0% 1	% 0%	_ 	0.083	F	0.562	17000	G	2002
29 Piney Forest Rd	0.44	10000	•	To:	0 70	North Main Street	70 070	ק''	0.003	'	0.502	17000	O	2002
Bus				From:		Piney Forest Rd								
29 North Main Street	0.13	16000	G	96%	0%	2% 0% 19	% 0%	С	0.084	F	0.581	17000	G	2002
9				To:		NCL Danville								
Pittsvlvania Countv														
Bus				From:		NCL Danville								
29 North Main Street	4.88	14000	G	96%	0%	2% 0% 19	% 0%	_ F	0.095	F	0.529	14000	G	2002
<u> </u>				To:		US 29								
Town of Chatham														
Bus				From:		US 29 South of Chatham								
(29)	1.36	7400	G	93%	3%	2% 1% 19	% 0%	F	0.111	F	0.534	7400	G	2002
D.:-				To: From:		SR 57 South]						
Bus	0.19	7400	N	93%	3%	2% 1% 1	% 0%	_ N	0.111	N	0.534	7400	N	2002
[29]	0.15	7-400		33 70	370		70 070	_ '`	0.111	14	0.004	7400	14	2002
Bus				From:		SR 57 North								
29)	0.90	4100	G	93%	3%	2% 1% 19	% 0%	F	0.079	F	0.606	4100	G	2002
				To:		NCL Chatham								
Pittsylvania County												-		
Bus				From:		NCL Chatham								
29	1.20	3400	G	93%	3%	2% 1% 1	% 0%	F	0.078	F	0.589	3400	G	2002
				To:		US 29 N of Chatham								
Bus				From:		US 29 South of Gretna		1						
29	1.64	3000	G	96%	0%		% 0%	F	0.090	F	0.629	2900	G	2002
				To:		SCL Gretna		1						
		_		-		•								

					Pitts	yivania Maintenai	ice Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gretna				From:		SCL Gretna		ī							
Bus (29)	0.13	3000	N	96%	0%	1% 1%	2%	0%	N	0.090	N	0.629	2900	Ν	2002
$\overline{}$				To:		SR 40 Gretna		1							
Bus	0.88	8000	G	From: 96%	0%	1% 1%	2%	0%	F	0.093	F	0.651	7900	G	2002
[29]	0.00	8000	G	90 /0 To:	0 70	NCL Gretna	2 /0	0 /0		0.093		0.051	7 900	G	2002
Pittsylvania County															
Bus				From:		NCL Gretna									
[29]	1.47	8000	N	96% To:	0%	1% 1%	2%	0%	N	0.093	N	0.651	7900	N	2002
				From:		N US 29 North of G									
Bus (29)	1.38	7600	G	97%	0%	US 29 South of Hi	лт 1%	0%	С	0.106	F	0.582	7600	G	2002
(29)				To		WCL Hurt	.,,			*****	-				
Town of Hurt															
Bus				From:	201	WCL Hurt	40/								
[29]	1.17	7600	N	97%	0%	1% 1%	1%	0%	N	0.106	N	0.582	7600	N	2002
Bus				From:		71-924									
(29)	0.28	9200	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.500	9100	G	2002
Bus				To: From:		Campbell County L Pittsylvania County									
29 Main Street	0.03	8200	G	96%	0%	2% 0%	1%	0%	С	0.089	F	0.530	8200	G	2002
<u> </u>				To:		SCL Altavista									
Pittsvlvania Countv															
	8.52	2200	G	85%	1%	Franklin County Li	ine 8%	0%	F	0.078	F	0.508	2200	G	2002
40	0.32	2200	G	00%	1 70		070	070	г	0.076	г	0.506	2200	G	2002
40	5.01	2700	G	From: 85%	1%	71-799 4% 1%	8%	0%	F	0.082	F	0.559	2700	G	2002
40)	0.01	2100	·	- T	1 /0			070	'	0.002	•	0.555	2700	J	2002
(40)	0.14	4600	G	From: 85%	1%	US 29 West of Gre 4% 1%	tna 8%	0%	F	0.097	F	0.602	4500	G	2002
40)	0.14	4000	Ū	To:	170	WCL Gretna	070	070	•	0.007	•	0.002	4000	Ü	2002
Town of Gretna															
				From:		WCL Gretna									
40	0.98	4600	N	85%	1%	4% 1%	8%	0%	N	0.097	N	0.602	4500	N	2002
	0.40			From:	40/	US 29 Bus	00/	20/		0.000		0.50			
40	0.43	2600	G	85% To:	1%	4% 1% ECL Gretna	8%	0%	F	0.086	F	0.58	2600	G	2002
D:44						ECE Gietila									
Pittsvlvania Countv				From:		ECL Gretna									
40)	1.44	2600	N	85%	1%	4% 1%	8%	0%	Ν	0.086	Ν	0.58	2600	Ν	2002
				To: From:		71-686									
(40)	8.11	1700	G	85%	1%	4% 1%	8%	0%	F	0.093	F	0.574	1700	G	2002
				To: From:		71-640									
(40)	5.14	1000	G	84%	2%	3% 1%	10%	0%	F	0.098	F	0.536	990	G	2002
				To:		Halifax County Li	ne								
City of Danville				From:		Piney Forest Rd		Ī							
(41) Franklin Turnpike	0.70	15000	G	98%	0%	1% 0%	0%	0%	С	0.092	F	0.653	16000	G	2002
				To:		WCL Danville									
Pittsvlvania Countv															
	0.00	15000		O79/-	Ω0/	WCL Danville	10/	00/	F	0.000	F	0 622	15000	C	2002
41	0.02	15000	G	97%	0%	2% 1%	1%	0%	г	0.082	Г	0.632	15000	G	2002
	1.55	12000	G	From: 97%	0%	71-743 Lima 2% 1%	1%	0%	F	0.083	F	0.654	13000	G	2002
41)	1.55	12000	G		U%			U%	Г	0.003	Г	0.004	13000	G	2002
	0.20	5300	N	From: 97%	0%	71-1535 Jeanette I 2% 1%	<u>0r</u> 1%	0%	N	0.094	N	0.677	5600	N	2002
(41)	0.20	5500	14	97 %	U /0	71-744 Ridgecrest		J /0	IN	0.034	14	0.077	3000	IN	2002
						, 1-, TT KIUGOCIESI	. J.	1							

					Pitts	sylvania Maintenan	ce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71 744 D. 1		i							
41)	3.26	5300	G	97%	0%	71-744 Ridgecrest I 2% 1%	1%	0%	F	0.094	F	0.677	5600	G	2002
(41)	3.05	4200	G	From: 97%	0%	71-835 Pleasant Ga 2% 1%	р 1%	0%	F	0.087	F	0.659	4200	G	2002
	3.19	2900	G	From: 95%	0%	71-718 3% 0%	2%	0%	F	0.093		0.61	2900	G	2002
41)	5.19	2300		To:	0 70	71-750	270			0.093		0.01	2300		2002
41)	2.16	2300	G	95%	0%	3% 0% 71-844	2%	0%	F	0.097	F	0.514	2200	G	2002
41)	6.09	1200	G	95% To:	0%	3% 0% SR 57 Callands	2%	0%	F	0.089	F	0.522	1200	G	2002
				From:		W US 58; Riverside	Dr								
51	0.16	5000	N	97% To:	0%	2% 0% WCL Danville	0%	0%	Ν	0.093	N	0.630	5200	N	2002
City of Danville				From:											
51) Westover Dr	3.03	5000	G	97%	0%	WCL Danville 2% 0%	0%	0%	F	0.093	F	0.630	5200	G	2002
(51) Westover Dr	1.33	7900	G	From: 97%	0%	Lamberth Dr 2% 0%	0%	0%	С	0.091	F	0.606	8300	G	2002
51) Westover Dr	0.70	11000	G	From: 97%	0%	Blair Loop Rd 2% 0%	0%	0%	F	0.089	F	0.714	11000	G	2002
				To: From:		Park Ave									
51 Westover Dr	0.98	7800	G	97% To:	1%	2% 0% E US 58; Riverside	0% Dr	0%	С	0.088	F	0.54	8200	G	2002
Pittsylvania County								-							
(57)	4.95	1800	G	From: 88%	1%	Henry County Line 3% 1%	7%	0%	F	0.085	F	0.506	1700	G	2002
				From:		SR 41 Callands									
57	3.24	1900	G	88%	1%	3% 1% 71-750	7%	0%	F	0.086	F	0.655	1800	G	2002
57	3.97	1700	G	88%	1%	3% 1%	7%	0%	F	0.091	F	0.615	1600	G	2002
<u></u>	4.04	4700	G	From: 88%	1%	71-799 3% 1%	7%	0%	F	0.085	F	0.59	4600	G	2002
Town of Chatham				10:		WCL Chatham									
(57)	0.52	4700	N	From: 88%	1%	WCL Chatham	7%	0%	N	0.085	N	0.59	4600	N	2002
91)				To: From:		BUS US 29									
57) (29)	0.19	7400	N	93%	3%	2% 1%	1%	0%	N	0.111	N	0.534	7400	N	2002
<u>(57)</u>	0.18	1300	G	From: 95%	0%	BUS US 29 3% 1%	1%	0%	F	0.092	F		1300	G	2002
				To:		ECL Chatham									
Pittsvlvania Countv				From:		ECL Chatham									
57	0.63	1500	G	95%	0%	3% 1%	1%	0%	С	0.103	F		1500	G	2002
57	3.48	1800	G	90%	0%	US 29 2% 1%	7%	0%	F	0.096	F		1800	G	2002
57	2.41	1400	G	From: 95%	0%	71-649 WEST 3% 1%	1%	0%	F	0.094	F		1400	G	2002
57	1.38	1400	G	From: 90%	0%	71-895 2% 1%	7%	0%	F	0.091	F		1300	G	2002
				To: From:		71-640									
57)	0.52	1700	G	90% To:	0%	2% 1% 71-699	7%	0%	F	0.095	F		1600	G	2002
															

					Pitts	ylvania N	Maintena	nce Are	a							
Douto	Longth	AADT		4Tiro	Due		Tru	ıck		- 00	Peak	OK	Dir	A A)A/DT	014/	Voor
Route	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Pittsvlvania County				-												
	2.19	1200	G	90%	0%	2%	71-699 1 %	7%	0%	F	0.099	F		1200	G	2002
57	2.10	1200	·	JU 70	070			1 70	070	ı	0.000	'		1200	J	2002
	2.01	830	G	From: 90%	0%	2%	71-698 1%	7%	0%	F	0.087	F		820	G	2002
57	2.01	030	G	90%	0%	2%	170	170	0%	Г	0.067	Г		020	G	2002
	0.50			From:	00/		29 WEST	70/			0.000			200		2000
57	0.56	820	G	90%	0%	2%	1%	7%	0%	F	0.083	F		820	G	2002
				From:			71-697		-							
57	1.83	900	G	90%	0%	2%	1%	7%	0%	F	0.088	F		900	G	2002
				To:		Halifax	County Li	ne								
\sim	0.70	.=	_	From:	40/		County Lin		00/	_	0.000	_	0.540	0000	•	0000
[58]	3.78	9700	G	91%	1%	2%	0%	6%	0%	F	0.088	F	0.518	9600	G	2002
~~				From:			est of Bros									
(58)	6.58	11000	Α	91 <u>%</u>	1%	2%	0%	6%	0%	Α	0.103	Α	0.517	11000	Α	2002
				To:		WC:	L Danville									
City of Danville				From:		WG	r D 31									
Riverside Dr	4.97	20000	G	91%	1%	2%	L Danville 0%	6%	0%	F	0.088	F	0.621	20000	G	2002
Riverside Dr	4.91	20000	G	9170	1 /0	2 /0	0 70	0 /0	0 /6	•	0.000	'	0.021	20000	G	2002
				From:			Bus Park A									
[58] Riverside Dr	0.93	21000	G	91%	1%	2%	0%	6%	0%	F	0.075	F	0.527	20000	G	2002
~				From:		We	stover Dr		-							
[58] Riverside Dr	0.51	27000	G	91%	1%	2%	0%	6%	0%	F	0.075	F	0.516	27000	G	2002
				To: From:		Cei	ntral Blvd									
8 Riverside Dr	0.24	35000	G	91%	1%	2%	0%	6%	0%	F	0.086	F	0.503	34000	G	2002
<u> </u>				To		Dino	y Forest Rd	Ī								
8 Riverside Dr	0.92	29000	G	91%	1%	2%	0%	6%	0%	F	0.086	F	0.506	28000	G	2002
36) Tavoroido Bi	0.02	20000		T	170			070		•	0.000	•	0.000	20000	Ü	2002
758 Riverside Dr	0.82	17000	G	From: 91%	1%	2%	nette Blvd 0%	6%	0%	F	0.08	F	0.509	17000	G	2002
[58] Riverside Dr	0.02	17000	G	9170	1 70	270	070	070	0%	Г	0.06	Г	0.509	17000	G	2002
~~~ a				From:	101		Main St	201								
[58] River Street	0.64	23000	G	91%	1%	2%	0%	6%	0%	F	0.082	F	0.538	22000	G	2002
~~				To: From:			Halifax Rd		-							
(58) South Boston Rd	1.12	21000	G	91%	1%	2%	0%	6%	0%	F	0.081	F	0.516	21000	G	2002
~				To: From:			US 29		-							
58 South Boston Rd	1.02	29000	G	81%	1%	3%	1%	14%	1%	F	0.073	F	0.503	28000	G	2002
$\bigcirc$				Ta		Ke	ntuck Rd									
58 South Boston Rd	1.98	20000	G	81%	1%	3%	1%	14%	1%	F	0.073	F	0.541	19000	G	2002
<u></u>				To:			L Danville									
Pittsylvania County																
~~~				From:			34; 71-1024									
(58)	2.25	14000	G	81%	1%	3%	1%	14%	1%	F	0.081	F	0.538	14000	G	2002
<u> </u>				To: From:			SR 62		1							
(58)	3.32	8400	В	81%	1%	3%	1%	14%	1%	В	0.095	Α	0.508	8300	В	2002
\bigcirc				To:		Halifax	County Li	ne								
				From:		North Car	rolina State	Line								
62)	4.01	4000	G	90%	1%	3%	1%	6%	0%	F	0.09	F	0.506	3900	G	2002
				To:		US 58 E	ast of Dany	ville								
City of Danville																
			_	From:	001		Danville	401	001	_	0.655	_	0 =0	10000	_	0000
86 South Main Street	1.11	9800	G	93%	0%	2%	0%	4%	0%	С	0.082	F	0.53	10000	G	2002
				To: From:		Lo	ockett Dr									
(86) South Main Street	0.61	12000	G	93%	0%	2%	0%	4%	0%	F	0.081	F	0.746	13000	G	2002
				To		Bro	oadnax St		ļ							
86 South Main Street	0.63	18000	G	96%	0%	1%	1%	2%	0%	С	0.076	F	0.52	19000	G	2002
				To			ntral Blvd									
								_						_		

						т	cuok			Dook		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Danville				From:		South Main S	!+	ī							
86 Central Blvd	0.38	17000	G	96%	0%	1% 0%	2%	0%	С	0.079	F	0.557	18000	G	2002
				To:		West Main S	t								
86 Central Blvd	0.60	23000	G	97%	0%	1% 0%	1%	0%	С	0.079	F	0.561	24000	G	2002
				To		Memorial D	r								
				From:		Memorial D	r								
293) West Main St	0.54	7600	G	98%	0%	2% 0%	0%	0%	F	0.082	F	0.5	8000	G	2002
				To: From:		Bishop Rd		-							
293) West Main St	0.49	7400	G	98%	0%	2% 0%	0%	0%	F	0.103	F	0.608	7800	G	2002
				From:		Park Ave									
293) West Main St	0.96	12000	G	98%	0%	2% 0%	0%	0%	F	0.094	F	0.509	12000	G	2002
				To: From:		Randolph St		ŀ							
293) West Main St	0.37	11000	G	98%	0%	2% 0%	0%	0%	F	0.095	F	0.512	11000	G	2002
				To: From:		Central Blvo	1	-							
293) West Main St	0.16	12000	G	98%	0%	2% 0%	0%	0%	F	0.095	F	0.623	13000	G	2002
				To:		South Main S	St	1							
293) Main St	0.04	12000	G	98%	0%	2% 0%	0%	0%	С	0.081	F	0.556	13000	G	2002
				To		Holbrook Av	e	1							
293) Main St	0.27	9400	G	98%	0%	2% 0%	0%	0%	F	0.085	F	0.519	9900	G	2002
				To:		Jefferson Av									
293) Main St	0.28	9000	G	98%	0%	2% 0%	0%	0%	F	0.086	F	0.535	9500	G	2002
233)				To		Ridge St									
293) Main St	0.32	4700	G	98%	0%	2% 0%	0%	0%	F	0.089	F	0.708	4900	G	2002
	ined Traffic:	7900	G	97%	0%	2% 0%	0%	0%	F	0.089	F	0.708	8300	G	
				To:		Bridge St			•	0.000	•	000			
293) Main St Bridge	0.22	11000	G	98%	0%	2% 0%	0%	0%	F	0.087	F	0.595	11000	G	2002
200)				To:		Riverside D									
293) North Main St	0.37	9100	G	98%	0%	2% 0%	0%	0%	F	0.085	F	0.536	9500	G	2002
293)				To:											
293 North Main St	0.33	16000	G	From: 98%	0%	Worsham St 2% 0%	0%	0%	F	0.088	F	0.585	17000	G	2002
293) (10/11/1/10/1/10/1	0.00	.0000	•	Tay	070				·	0.000	•	0.000	17000	Ū	2002
293) North Main St	0.81	13000	G	98%	0%	Richmond Blv 2% 0%	0%	0%	F	0.087	F	0.594	14000	G	2002
293 North Main St	0.01	13000	G	30 /0	0 70		0 70	070	'	0.007	'	0.554	14000	O	2002
293) North Main St	0.98	15000	G	From: 98%	00/	Third Ave	0%	00/	С	0.002	F	0.548	15000	G	2002
293 North Wall St	0.90	13000	G	90 /0	0%			0%	C	0.092	'	0.540	13000	G	2002
North Main Ct	0.01	C400		From:	00/	Franklin Turnp				0.000		0.540	0400		2002
293 North Main St	0.91	6100	G	98% To:	0%	2% 0% Piney Forest I	0%	0%	F	0.092	F	0.542	6400	G	2002
				From:											
293) Patton St	0.37	3200	G	96%	0%	SR 413; N. Ridge 3% 0%	0%	0%	С	0.105	F		3300	G	2002
Combi	ined Traffic:	0	G			-7.5	-,-	- , -		NA	-		0	G	
				To:		SR 293									
				From:		N Main St									
360 58 River Street	0.64	23000	G	91%	1%	2% 0%	6%	0%	F	0.082	F	0.538	22000	G	2002
~ · ·				To		Old Halifax R	d								
360 58 South Boston	Rd 1.12	21000	G	91%	1%	2% 0%	6%	0%	F	0.081	F	0.516	21000	G	2002
				To:		US 29									
360 58 South Boston	Rd 1.02	29000	G	81%	1%	3% 1%	14%	1%	F	0.073	F	0.503	28000	G	2002
555)(55)				To:											
															
360 (58) South Boston	Rd 1.98	20000	G	81%	1%	Kentuck Rd	14%	1%	F	0.073	F	0.541	19000	G	2002

					Pitts	ylvania Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:											
360 58	2.25	14000	G	81%	1%	71-734; 71-102 ⁴ 3% 1%	14%	1%	F	0.081	F	0.538	14000	G	2002
360 58	3.32	8400	В	81%	1%	SR 62 3% 1% Halifax County Li	14%	1%	В	0.095	Α	0.508	8300	В	2002
City of Danville						Trainax County Er	inc								
360 293 North Main St	0.37	9100	G	98%	0%	Riverside Dr 2% 0%	0%	0%	F	0.085	F	0.536	9500	G	2002
360 293 North Main St	0.33	16000	G	From: 98%	0%	Worsham St 2% 0%	0%	0%	F	0.088	F	0.585	17000	G	2002
				To: From:		North Main Stree	et								
Richmond Blvd	1.36	4700	G	98% To:	0%	2% 0% ECL Danville	0%	0%	С	0.092	F	0.582	4900	G	2002
Pittsvlvania Countv															
360	6.15	2000	G	98%	0%	ECL Danville 2% 0%	0%	0%	F	0.089	F	0.683	1900	G	2002
360	3.66	560	G	98%	0%	71-726 2% 0%	0%	0%	F	0.092	F	0.608	550	G	2002
360	7.32	1200	G	From: 98%	0%	71-716 2% 0%	0%	0%	F	0.104	F	0.564	1100	G	2002
City of Danville						Halifax County Li	ine	<u> </u>							
(413)	0.10	15000	М	From:		C1US 29				NA			NA		2002
				To: From:		Cahill Court Goode S Central Blvd	Street								
413 Memorial Dr	0.64	15000	G	97%	1%	2% 0% Poplar St	1%	0%	С	0.101	F	0.543	16000	G	2002
413 Memorial Dr	0.26	10000	G	97%	1%	2% 0%	1%	0%	F	0.1	F	0.547	11000	G	2002
413 Memorial Dr	0.25	8700	G	97% To:	1%	High St 2% 0% Main St	1%	0%	F	0.104	F	0.621	9100	G	2002
Pittsylvania County															
	1.30	280	R	From:		71-602				NA			NA		1996
600	1.00			To:		71-761				10.					
(601)	1.28	130	R	From:		71-761				NA			NA		03/07/2000
(601)	0.91	150	R	To: From:		1.28 ME 71-761	1	-		NA			NA		03/07/2000
				To: From:		71-602							•		
(601)	2.20	20	R							NA			NA		03/07/2000
				To: From:		Dead End 71-628									
602	1.40	100	R							NA			NA		05/03/2000
602	5.18	640	R	From:		71-668				NA			NA		05/03/2000
				From:		71-761 SR 40									
603	0.80	110	R	<u> </u>						NA			NA		06/27/2000
(603)	3.70	90	R	To: From:		71-920				NA			NA		06/27/2000
				To: From:		71-668 South 71-668 North									
603	2.50	270	R	To:						NA			NA		06/27/2000
				10.		71-761									

					Pitts	sylvania Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				r			i							
(604)	4.50	110	R	From:		71-761			NA			NA		1996
				To:		71-761								
\bigcirc	4.00			From:		71-703								1000
(605)	1.80	180	R	т		71 (12 GOLUTTI			NA			NA		1996
				From:		71-612 SOUTH 71-612 NORTH								
605	1.20	190	R				-		NA			NA		1996
				From:		71-824								1000
605)	1.20	260	R	To:		CD 57 WEST	-		NA			NA		1996
				From:		SR 57 WEST SR 57 EAST								
605	5.60	240	R			DICO, DILOI	<u>.</u>		NA			NA		1996
000				т										
	3.10	370	R	From:		71-799 SOUTH			NA			NA		1996
605	3.10	3/0	K						INA			INA		1990
				From:		SR 40								
605	1.10	48	R						NA			NA		03/06/2000
				To: From:		71-799 NORTH	-							
605	0.95	440	G	95%	1%	3% 1%	0% 0%	С	0.097	F	0.675	440	G	2002
				To:		71-608								
(605)	2.77	310	R	From:		, , , , , ,	<u>.</u>		NA			NA		1997
000				To:		71.000								
	1.09	220	R	From:		71-990			NA			NA		1997
605	1.09	220	K						INA			INA		1997
				From:		71-778 SOUTH								
605)	0.20	180	R						NA			NA		1997
				To: From:		71-778 NORTH	-							
605	1.40	70	R						NA			NA		03/06/2000
				Tor		71-777	1							
(605)	0.20	20	R	From:		71 777			NA			NA		03/06/2000
000				To:		Dead End								
				From:		71-630								
606	1.45	140	R	<u> </u>		/1-030			NA			NA		10/17/2000
(606)	1.40	140		_					1473			1471		10/11/2000
$\overline{}$	0.00	400	_	From:		71-927								40/47/0000
606	2.00	130	R						NA			NA		10/17/2000
				From:		71-640								
606)	0.80	130	R						NA			NA		10/17/2000
				To		71-977	1							
606)	0.27	50	R	From:			•		NA			NA		10/17/2000
000				To:		71 0(22 EAST	L							
	0.25	40	R	From:		71-9633 EAST			NA			NA		10/17/2000
606)	0.23	40	1	To:		SR 40	1		INA			INA		10/1//2000
				From:			1							
	2.47	60	R	FIOIII.		71-628			NA			NA		07/19/2000
607	2.47	60	ĸ						INA			NA		07/19/2000
				From:		2.47 MS 62-628								
607	0.03	60	R						NA			NA		07/19/2000
				To:		71-668								
607)	0.07	30	R						NA			NA		07/19/2000
\cup				To:		0.07 MN 71-668								
607	0.62	30	R	From:		0.07 17114 /1-000			NA			NA		07/19/2000
607	5.02		• • •	To		Dead End			. 1/ 1					515,2000
				From:		71-605	<u>_</u>							
(000)	1.69	210	G	96%	1%	3% 0%	0% 0%	С	0.11	F	0.522	210	G	2002
608	1.00	210	3	30 /0 To:	1 /0	71-672	370 070	J	0.11	'	0.022	210	J	2002
						/1-0/4								

					Pitts	ylvania Maint									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:											
(608)	1.76	230	R	r rom.		71-672				NA			NA		1996
				To:		Bedford Cour	ty Line								
<u></u>	3.50	260	G	95%	2%	71-672 1% 19		0%	С	0.096	F	0.539	260	G	2002
609	0.00	200		70 /0	270	71-768		070		0.000	'	0.000	200		2002
609	2.50	120	R	From:		71-700	'			NA			NA		03/07/2000
				To: From:		71-757			-						
609	1.35	50	R	To:		Dead Er	nd		ĺ	NA			NA		03/07/2000
				From:		Franklin Cour									
610	0.60	780	R							NA			NA		1996
				To:		71-626									
(611)	0.70	40	R	From:		Franklin Cour	ity Line			NA			NA		07/15/2000
011)				To:		Dead Er	ıd								
			_	From:		Henry Count	y Line								
612)	1.20	230	R	. —				-	1	NA			NA		1996
	4.77	290	R	From:		71-841 W	EST			NA			NA		1996
612)				To:		SR 41 SOU									
(612)	2.70	200	R	From:		SR 41 NO	RTH			NA			NA		1996
612	2.10			To		71-816	:			1471			147.		1000
612)	1.40	350	R	From:		/1-610	'			NA			NA		1996
				To: From:		71-750	ı								
612)	7.00	370	R							NA			NA		1996
			_	From:		71-824 SO	JTH								
612	1.71	900	R	To		SR 57				NA			NA		1996
				From:		Dead Er									
(613)	0.55	60	R							NA			NA		05/09/2000
				To:		29-703									
614)	2.60	490	R	From:		44-614; 44	-615			NA			NA		05/23/2000
014)				To:		71-841 SO	JTH								
(614)	0.67	80	R	From:		71-841 NO	RTH			NA			NA		05/23/2000
614)	0.07			To		0.67 ME 71-	841 N			147 (147.		00/20/2000
(614)	1.70	60	R	From:		0.07 WIL 71-	04114			NA			NA		05/23/2000
<u> </u>				To: From:		71-939 NO	RTH								
614)	1.01	70	R							NA			NA		05/23/2000
	1.04			To: From:		1.01 ME 71-	939 N								05/00/0000
614)	1.31	80	R	To:		71-844			1	NA			NA		05/23/2000
				From:		71-616									
615)	0.50	170	R						I	NA			NA		1996
				To:		44-614; 44									
616)	0.90	290	R	From:		Henry Count	y Line			NA			NA		1996
				To:		71-615									
616	0.80	250	R	From:		,, , , , , , , ,			1	NA			NA		1996
				To: From:		0.80 ME 71	-615								
616)	0.99	160	R						ı	NA			NA		1996
				To:		1.79 ME 71	-615								

					Pills	sylvania Mainte	enance An	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			Ω C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		1.79 ME 71	-615								
(616)	0.92	70	R			1.77 1,113 71	010			NA			NA		1996
				To		71-855									
	0.70	440	_	From:		Henry Count	y Line			NIA			NΙΔ		1006
617)	0.70	140	R	To:		71-954				NA			NA		1996
				From:		SR 40									
618)	1.70	70	R							NA			NA		05/09/2000
				To: From:		71-892									
(618)	0.65	46	R							NA			NA		05/09/2000
618 618	0.05			From:		71-606				NIA			NIA		05/00/000
(618)	2.25	90	R	To:		71-640				NA			NA		05/09/200
				From:		Henry Count									
619	0.90	150	R			Tromy count	, 131110			NA			NA		1996
				To:		71-841									
\bigcirc	2.22		_	From:		Pittsylvania Cou	ınty Line								1000
620	0.60	260	R	To:		US 58; 71-	954			NA			NA		1996
				From:		Henry Count									
621)	0.50	360	R				,			NA			NA		08/08/2000
				To: From:		71-856									
621)	0.90	90	R							NA			NA		08/08/2000
				From:		71-855 NOI 71-855 SOU									
621)	0.57	210	R			7. 000 00				NA			NA		08/08/2000
				To: From:		71-622									
621)	3.40	330	G	97%	0%	2% 0%		0%	С	0.085	F	0.581	330	G	2002
				From:		71-862 SOU 71-862 NO									
621)	1.70	50	R							NA			NA		08/08/2000
				To:		71-875									
	3.80	1500	G	96%	0%	Henry Count		0%	С	0.098	F	0.546	1500	G	2002
622	3.00	1300	G	30 /0	0 70			0 /0	ı	0.030	'	0.540	1300	O	2002
622)	2.06	1000	G	From: 96%	0%	71-857 2% 1%		0%	F	0.099	F	0.512	1000	G	2002
(622)				To		71-1660									
622	2.16	1400	G	96%	0%	2% 1%		0%	F	0.094	F	0.509	1400	G	2002
				To: From:		US 58									
622	1.59	400	R							NA			NA		1996
				To:		71-841									
	1.08	220	R	From:		SR 57				NA			NA		1996
623	1.00	220		To:		Henry Count	y Line			INA			IVA		1330
				From:		Henry Count	y Line								
624	1.00	60	R							NA			NA		09/19/2000
				To:		71-841									
625	0.70	30	R	From:		SR 41				NA			NA		05/02/2000
625)	0.70			To:		Dead En	d			11/1			IVA		30,02,2000
		-		From:		71-969									
626	1.30	510	G	82%	1%	13% 2%	6 2%	0%	С	0.092	F	0.66	500	G	2002
				To: From:		71-649									
626	3.40	300	G	82% To:	1%	13% 2%		0%	F	0.102	F	0.71	290	G	2002
						71-929									

					Pitts	yivania Mainte	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			Ω C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv															
	4.00	400	_	From:	40/	71-929	20/	00/	_	0.400	_	0.504	400	0	2002
(626)	4.32	180	G	82%	1%	13% 2% SR 40 EAS		0%	F	0.108	F	0.581	180	G	2002
				From:		SR 40 WES									
626	0.35	560	G	96%	0%	2% 1%	1%	0%	С	0.111	F	0.569	550	G	2002
				To: From:		71-751									
626	5.21	960	R	rioin.					•	NA			NA		1996
				To- From:		71-982		1							
626	0.50	270	R	rioii.					<u> </u>	NA			NA		1996
				To:		Dead Enc									
				From:		71-938									
627)	3.30	70	R	_					1	NA			NA		09/26/200
				To:		71-683									
			_	From:		71-640									4000
628	2.70	140	R							NA			NA		1996
				From:		71-900									
628	2.40	170	R	To:		71 660			Ī	NA			NA		1996
				From:		71-668									
	3.30	90	R	From:		71-685				NA			NA		1996
629	3.30	30	K	To:		71-640				INA			INA		1990
				From:		SR 40									
630	3.00	220	R			3K 40				NA			NA		1996
(030)				To:		71-670 SOU	ТН								
\bigcirc				From:		71-670 NOR	TH								
630	1.60	180	R	To:		71.000			ı	NA			NA		1996
				From:		71-900									
	2.10	170	R	From:		71-640				NA			NA		08/15/2000
631)	2.10	170	1						I	IVA			INA		00/10/2000
	0.30	200	R	From:		71-632				NA			NA		08/15/2000
631)	0.50	200	K						i	INA			INA		00/13/2000
	2.50	70	-	From:		71-668				NIA			NΙΛ		00/45/2000
631)	2.50	70	R							NA			NA		08/15/2000
	0.00	200	_	From:		2.50 MN 71-	668			NIA			NIA		00/45/000
631	2.00	390	R	To:		71-640				NA			NA		08/15/2000
				From:											
622	1.70	110	R			71-640				NA			NA		10/03/2000
632	1.10		•••	To:		71-631							147 (10/00/2000
				From:		Dead End									
633	2.70	250	R			_ ,,,,				NA			NA		08/01/2000
				To:		71-640 MI									
	1.66	620	•	From:	00/	71-640 SOU		00/		0.105	_	0.640	620	0	2002
633	1.66	630	G	99% To:	0%	0% 0% 71-668 SOU		0%	C	0.105	F	0.642	620	G	2002
				From:		71-668 NOR									
633)	2.80	520	G	99%	0%	0% 0%		0%	F	0.082	F	0.524	510	G	2002
				To:		71-640 NOR									
$\overline{}$				From:		US 29 BU									
634)	1.22	1800	G	98%	0%	1% 0%	0%	0%	F	0.106	F	0.583	1800	G	2002
				From:		71-665 SOU									
634)	5.65	970	G	98%	0%	1% 0%	0%	0%	F	0.090	F	0.573	960	G	2002
				To: From:		71-642									
634)	3.20	2100	G	98%	0%	1% 0%		0%	F	0.092	F	0.577	2100	G	2002
\sim				To:		SCL HUR	Γ								

					Fills	ylvania Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hurt				From:		SCL HURT		-							
634)	0.81	2100	G	98%	0%	1% 0%	0%	0%	F	0.093	F	0.597	2100	G	2002
(634)	0.90	4000	G	From: 98%	0%	71-1001 1% 0%	0%	0%	С	0.085	F	0.578	3900	G	2002
(034)				To		71-924	0,0			0.000	•				
Pittsvlvania County				From:		71-782									
(635)	2.20	120	R	<u> </u>		/1-/82				NA			NA		1996
033)				To:		SR 40; 71-626									
				From:		Dead End									
(636)	0.25	30	R	_						NA			NA		05/23/2000
				To:		71-633									
	1 10	60		From:		71-642				NΙΛ			NIA		04/04/0000
637	1.40	60	R	To:		71-638 WEST				NA			NA		04/21/2000
				From:		71-638 EAST									
(637)	1.80	370	R	_						NA			NA		04/21/2000
				To:		SCL Hurt									
Town of Hurt				From:		SCL Hurt		1							
(637)	0.50	370	R			SCL Hurt				NA			NA		04/21/2000
037)				To:		71-634									
Pittsvlvania County															
				From:		71-924									
638)	2.25	120	R							NA			NA		04/21/2000
				To: From:		71-665									
638)	1.30	540	R	To:		71 000 C T				NA			NA		04/11/2000
				From:		71-988 Gap Termi US 29 BUS	nus								
638)	0.28	70	R							NA			NA		04/11/2000
				To		0.28 ME US 29 B	US								
638)	0.69	70	R	From:						NA			NA		04/11/2000
				To: From:		71-641									
(638)	1.60	290	R	rioiii.						NA			NA		04/11/2000
				To: From:		71-637									
	2.92	320	R	From:		71-637 WEST				NA			NA		04/11/2000
638	2.92	320	IX.	To:		71-640 NORTH	[INA			INA		04/11/2000
				From:		71-640 SOUTH									
(638)	1.42	70	R							NA			NA		04/11/2000
				To:		71-688									
	0.90	220	В	From:		71-761				NA			NA		1996
639	0.80	230	R	To:		Halifax County L	ne			INA			NA		1990
				From:		US 29	iic .	1							
640)	1.73	1900	G	94%	0%	3% 1%	2%	0%	С	0.090	F	0.678	1900	G	2002
040				To:		71-825 SOUTH									
640	4.05	1900	G	94%	0%	3% 1%	2%	0%	F	0.084	F	0.71	1900	G	2002
040						71-718									
640)	4.82	1500	G	From: 94%	0%	3% 1%	2%	0%	F	0.091	F	0.590	1500	G	2002
0 10 10 10 10 10 10 10 10 10 10 10 10 10				To:		71-832									
640	4.23	1100	G	From: 94%	0%	3% 1%	2%	0%	F	0.080	F	0.554	1100	G	2002
640				To		71-686 NORTH					•				
640	4.10	780	G	From: 94%	0%	3% 1%	2%	0%	F	0.091	F	0.507	770	G	2002
640)				To:	- 70										
				From:		71-678									
640	3.86	860	G	94%	0%	3% 1%	2%	0%	F	0.079	F	0.519	850	G	2002

					Pitts		Maintena		a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:			SR 40		1							
640	3.19	960	G	97%	0%	2%	1%	1%	0%	F	0.095	F	0.546	950	G	2002
640	2.86	880	G	From: 97%	0%	2%	71-670 1%	1%	0%	F	0.091	F	0.568	870	G	2002
640				To:			31 SOUTH									
640	3.88	1700	G	97%	0%	2%	1%	1%	0%	F	0.099	F	0.649	1700	G	2002
640	1.15	2200	G	97%	0%	2%	38 SOUTH 1%	1%	0%	С	0.086	F	0.652	2200	G	2002
				To: From:			68 SOUTH									
640	1.53	980	G	97%	0%	2%	1%	1%	0%	F	0.094	F	0.577	970	G	2002
640	2.89	360	R	From:		71-6	33 SOUTH	[NA			NA		08/01/2000
640	2.00	300	- 1	To:		Campbe	ell County I	ine			INA			14/3		00/01/2000
				From:			71-642									
(641)	1.00	590	R								NA			NA		1997
				To:			71-638									
642	2.90	60	R	From:			71-670				NA			NA		09/12/2000
				To: From:			71-646									
642	2.80	240	R								NA			NA		1996
642)	1.85	390	G	From: 95%	0%	3%	71-634 0%	1%	0%	F	0.097	F	0.525	380	G	2002
	2.40	570	G	From: 95%	0%	3%	71-1018 0%	1%	0%	С	0.1	F	0.526	570	G	2002
642	2.40	010		To	070		US 29	170			0.1		0.020	010		2002
642)	1.33	1600	R	From:							NA			NA		1996
	2.70	290	R	From:			71-754		ŀ		NA			NA		1996
642	2.70	290	K	To:		Г	Pead End				INA			INA		1990
				From:			Pead End		1							
643)	0.30	40	R								NA			NA		07/11/2000
				To: From:			71-665									
643)	0.30	110	R								NA			NA		07/11/2000
	0.50	040		From:			71-748									07/14/0000
(643)	0.59	610	R	_							NA			NA		07/11/2000
(643)	1.60	220	R	From:			71-930		ŀ		NA			NA		07/11/2000
				To: From:		,	71-1018		ŀ							
643	1.10	120	R	To:			71 (52		1		NA			NA		07/11/2000
				From:			71-653									
(644)	1.60	100	R	rioin.			71-626				NA			NA		10/03/2000
				To:		1 60	ME 71-626	5	1							
644)	0.50	80	R	From:				,			NA			NA		10/03/2000
(644)	0.50	60	R	From:		71-	783 WEST				NA			NA		10/03/2000
				To		71-	783 EAST									
(644)	1.30	100	R	From:							NA			NA		10/03/2000
				To: From:			50 NORTH									
(644)	1.50	80	R	<u> </u>		/1-/	50 SOUTH	L			NA			NA		10/03/2000
				To:		1.50	ME 71-750)								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		1.50 ME	E 71-750	1								
644)	1.30	200	R	_							NA			NA		10/03/2000
				To:			799									
645	0.20	1800	R	From:		Franklin C	County Li	ine			NA			NA		1997
645				To:		71-	-626									
\bigcirc	0.70	222	_	From:		71-	-634									1000
646	2.70	200	R	To:		71-	-685				NA			NA		1996
				From:			969									
648	0.50	70	R								NA			NA		04/11/2000
	0.70	40		From:		0.50 MS	S 71-969				NIA			NIA		04/44/2000
648)	0.70	46	R	т			. = 1 0 60				NA			NA		04/11/2000
648)	0.51	130	R	From:		1.20 MS	S 71-969				NA			NA		04/11/2000
				To:		71-	-652									
\bigcirc	0.00	50	_	From:		Deac	d End				NIA			NIA		00/07/0000
649	0.28	50	R	т		0.20.15	D 15	,	ı		NA			NA		03/07/2000
649	0.18	70	R	From:		0.28 ME	Dead En	ıd			NA			NA		03/07/2000
649				To		0.46 ME	Dead En	ıd								
649	0.04	140	R	rioiii.					•		NA			NA		1996
				To: From:			-626									
649	4.62	220	G	94%	0%		1%	0%	0%	F	0.104	F	0.553	220	G	2002
	2.45	160	G	From: 94%	0%		SOUTH 1%	0%	0%	С	0.129	F	0.5	160	G	2002
649	2.10			To:			-605				0.120		0.0	100		2002
649	4.23	600	G	94%	0%	5%	1%	0%	0%	F	0.106	F	0.578	600	G	2002
				To: From:		US 29 S	SOUTH NORTH									
649	4.84	360	R			052)1	NORTH				NA			NA		1996
				To: From:		71-	-683									
649	3.20	430	R	To:		71-832	WEST				NA			NA		1996
				From:			EAST									
649	2.54	460	R	To:		71	-640				NA			NA		1996
				From:			d End									
650	0.50	40	R	_							NA			NA		07/18/2000
				To:			-667									
(651)	0.55	60	R	From:		Franklin C	County Li	ine			NA			NA		05/23/2000
(651)				To:		71-	969									
\bigcirc			_	From:		Franklin C	County Li	ine								
652	2.60	260	R	To:		71-	969				NA			NA		1997
				From:			-634									
653	3.30	200	R								NA			NA		1996
				To:			642									
654)	1.00	50	R			/1-	-634				NA			NA		09/19/2000
				To: From:		71-	931									
(654)	0.60	140	R	_				•			NA			NA		09/19/2000
				To:		71-	930									

					Fills	sylvania iviaintenance	Ale	а							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		EGI DANIMITE		1							
655)	1.22	510	G	98%	0%	ECL DANVILLE 1% 0% 0)%	0%	С	0.141	F	0.617	540	G	2002
(655)				To: From:		URBAN BOUNDARY									
655	0.15	500	G	98%	0%)%	0%	F	0.137	F	0.610	530	G	2002
				To: From:		71-734		1							
655)	1.86	780	R	rioni.						NA			NA		1997
				To: From:		71-726									
(655)	0.03	370	R							NA			NA		1997
				From:		0.03 ME 71-726									00/07/000
655	1.65	160	R	To:		71-730				NA			NA		06/27/200
				From:		Dead End		1							
656	0.40	60	R	<u> </u>		Doud End				NA			NA		10/24/200
				To: From:		71-713									
656	3.90	500	R	Prom.						NA			NA		10/24/200
				To:		Halifax County Line									
\bigcirc	0.50	50		From:		Dead End				NIA			NIA		05/00/000
657	0.50	50	R	_						NA			NA		05/02/200
	1.55	190	R	From:		SR 57		-		NA			NA		05/02/200
657)	1.00	130		To:		71-807				INA			IVA		03/02/200
				From:		Halifax County Line									
658	1.80	280	R			•				NA			NA		1996
				To:		71-659									
	2.60	750	•	From:	0%	71-729	10/	00/	0	0.404	_	0.636	740	0	2002
659	2.60	750	G	86% To:	0%	13% 0% C)%	0%	С	0.104	F	0.636	740	G	2002
				From:		Halifax County Line									
660	0.80	60	R	<u></u>						NA			NA		03/26/200
				To: From:		71-912		-							
660	0.47	60	R							NA			NA		03/26/200
				To: From:		71-710									
660	1.60	300	R	To:		SD 260				NA			NA		03/26/200
				From:		SR 360 Halifax County Line									
(661)	1.10	130	R			Hamax County Line				NA			NA		1996
(601)				To:		SR 360									
				From:		71-640									
662)	5.26	190	R	To		51 501 GOLVEY				NA			NA		07/25/200
				From:		71-701 SOUTH 71-701 NORTH									
(662)	1.80	60	R							NA			NA		07/25/200
				To: From:		71-729 SOUTH 71-729 NORTH									
662	2.60	170	R			/1-/29 NORTH				NA			NA		07/25/200
				To:		SR 360									
\bigcirc				From:		71-649									
663	3.10	60	R	To:		71 702				NA			NA		09/19/200
-				From:		71-683									
664)	0.50	70	R			71-698				NA			NA		07/01/200
004)				To:		Halifax County Line									
				From:		Dead End									
665)	0.40	60	R							NA			NA		03/14/200
				To:		71-924 WEST									

					FILLS	yıvarıla ivlali ileria	IICE AIE	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-924 EAST		1							
665	7.25	600	R	<u> </u>		/1-924 LAS1				NA			NA		1997
				To: From:		71-748									
665)	2.55	340	R							NA			NA		1997
	0.53	1600	G	From: 96%	1%	US 29 2% 1%	1%	0%	С	0.106	F	0.623	1600	G	2002
665	0.55	1000		To:	170	71-634 NORTH		070	0	0.100	'	0.020	1000	0	2002
				From:		71-634 SOUTH	[
665)	1.40	430	R							NA			NA		1997
	3.70	360	R	From:		71-792				NA			NA		1997
665	5.70	300	IX.	To:		SR 40; 71-792				INA			INA		1997
				From:		71-640									
666	3.20	220	R							NA			NA		1996
				To: From:		71-680 WEST									
666	0.60	340	R							NA			NA		1996
				To:		Halifax County Li	ne								
	2.10	90	G	From: 100%	0%	41-650 0% 0%	0%	0%	С	0.137	F	0.769	90	G	2002
667	2.10	30	Ū	To:	0 70	SR 40	0 70	070	O	0.107	'	0.705	30	O	2002
				From:		Halifax County Li	ne	1							
668	3.21	840	G	96%	0%	1% 1%	2%	0%	F	0.09	F	0.596	840	G	2002
				To: From:		71-761 NORTH 71-761 SOUTH									
668	3.68	910	G	96%	0%	1% 1%	2%	0%	F	0.088	F	0.532	910	G	2002
668				To:		71-607			-						
668	2.42	1600	G	96%	0%	1% 1%	2%	0%	F	0.095	F	0.761	1600	G	2002
				To:		71-638									
668	1.53	1600	G	96%	0%	1% 1%	2%	0%	F	0.086	F	0.763	1600	G	2002
				To: From:		71-640 SOUTH									
669	2.27	6300	G	96%	0%	71-604 NORTE 1% 1%	2%	0%	F	0.098	F	0.61	6200	G	2002
668				To:		71-633 SOUTH			•	0.000		0.0.	0200		
668	0.86	6300	G	96%	0%	1% 1%	2%	0%	F	0.099	F	0.609	6300	G	2002
				To:		ECL HURT									
Town of Hurt															
	0.52	8300	G	From: 96%	0%	ECL HURT 1% 1%	2%	0%	С	0.093	F	0.651	8200	G	2002
(668)	0.52	0300	G	To:	0 70	Campbell County I		0 70	C	0.033	'	0.031	0200	J	2002
Pittsylvania County															
<u> </u>	4.00			From:		71-603									07/44/000
(669)	1.30	60	R	To:		Halifax County Li	ne			NA			NA		07/11/200
				From:		71-634	IIC .	1							
670	4.69	430	G	98%	0%	1% 0%	0%	0%	С	0.099	F	0.675	430	G	2002
010				т		71-685 WEST		- 1							
670	4.06	340	G	From: 98%	0%	1% 0%	0%	0%	F	0.124	F	0.562	340	G	2002
				To:		71-640									
				From:		71-665									
671	1.55	60	R							NA			NA		10/24/200
				To- From:		71-792 SOUTH	[40.00.00
671)	3.20	180	R	To:		71 (24				NA			NA		10/24/200
				From:		71-634									
672)	2.74	360	R	. rom.		US 29; FR-678				NA			NA		1996
012	'		••	To		SR 40				, .			, .		.000

					rills	yıvarıla ivlali	iterialic	e Ale	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1	Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		SR 4	10		1							
672	3.21	1400	G	97%	1%			1%	0%	С	0.100	F	0.591	1400	G	2002
	0.00			From:	40/	71-6		40/	00/		0.000		0.500	750		0000
672	3.06	760	G	97% To:	1%	2% (71-6		1%	0%	F	0.092	F	0.596	750	G	2002
				From:		SR 4										
673)	1.70	110	R	To		71.6	65				NA			NA		1996
				From:		71-6										
674)	1.70	280	R						-		NA			NA		1996
				To:		SR 4										
675)	1.25	170	R	From:		Halifax Cou	inty Line				NA			NA		05/22/2000
073				To		71-832 N										
675)	0.30	47	R	rioni.		71-832 S	OUTH				NA			NA		05/22/2000
675)				To:		Dead 1	End									
\bigcirc	0.00	000	_	From:		71-6	89				NI A			NIA		4000
676	3.90	660	R	To:		US 29 1	BUS				NA			NA		1996
				From:		Dead 1										
677)	0.30	30	R								NA			NA		03/21/2000
	2.40	440		To: From:		71-6	40				NIA			NIA		02/24/2000
677)	3.40	140	R	To:		71-6	67				NA			NA		03/21/2000
				From:		71-6	40									
678)	2.20	150	R	To:		D41	F., J				NA			NA		1996
				From:		Dead 1										
679	1.50	60	R								NA			NA		07/25/2000
				To:		71-6										
(680)	1.08	350	R	From:		71-8	32				NA			NA		1996
000)				To:		71-666 V										
(680)	3.71	370	R	From:		71-666 I	EAST				NA			NA		1996
				To:		71-6	40									
\bigcirc	4.00	400	_	From:		71-6	82				NIA			NIA		4007
(681)	1.00	100	R	т		71.6	70				NA			NA		1997
(681)	2.30	80	R	From:		71-6	19				NA			NA		1997
				To:		71-6	40									
<u></u>	2.40	320	ь	From:		71-6	86				NA			NA		1996
682	∠. 4 U	320	R	To		71-6	40		1		A					1990
				From:		71-6	49									
683	5.50	130	R	To:		71-686 S	OUTU		1		NA			NA		05/23/2000
				From:		71-686 N										
683	0.35	140	R								NA			NA		05/23/2000
(603)	3.75	60	R	From:		71-9	38				NA			NA		05/23/2000
683)	3.73			To-		71-6	27				14/7			INA		00/20/2000
(683)	0.20	70	R	From:		/1-0.	<u>~ 1</u>				NA			NA		05/23/2000
				To: From:		0.20 MN	71-627									
683	0.50	130	R	Ta		ar.	10				NA			NA		05/23/2000
				To:		SR 4	W									

					Pitts	sylvania Maintenar	ice Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				r 1											
(684)	0.50	40	R	From:		71-938				NA			NA		04/04/2000
				To:		Dead End									
Town of Chatham				From:		71-1407		1							
685)	0.13	460	R							NA			NA		1994
	0.44	1500	G	From: 97%	0%	US 29 BUS 2% 0%	1%	0%	С	0.099	F	0.586	1500	G	2002
685)	0.44	1500		91 70 To:	076	ECL CHATHAM		0%	C	0.099	Г	0.560	1500	<u> </u>	2002
Pittsvlvania Countv				From:		EGI GILLENIA	,	ī							
685	3.11	960	G	97%	0%	ECL CHATHAM 2% 0%	1%	0%	F	0.087	F	0.624	950	G	2002
				To: From:		71-691 NORTH									
685	3.65	450	G	97%	0%	2% 0%	1%	0%	F	0.097	F	0.770	450	G	2002
605	4.71	250	G	From: 97%	0%	71-690 2% 0%	1%	0%	F	0.1	F	0.585	240	G	2002
685				To: From:	0,0	SR 40	170		•	0.1		0.000			
685	3.86	230	R	From:						NA			NA		1996
				From:		71-670 EAST 71-670 WEST									
685	3.37	450	G	97%	0%	2% 0%	1%	0%	F	0.099	F	0.625	440	G	2002
				From:		71-640 SR 40		<u> </u> 							
686	3.82	440	G	97%	0%	2% 0%	0%	0%	С	0.102	F	0.729	430	G	2002
				To: From:		71-685 NORTH 71-685 SOUTH									
686	3.88	330	R							NA			NA		1996
	2.27	270		To: From:		71-682				NΙΔ			NIA		1006
686	2.27	370	R	To:		71-640 NORTH				NA			NA		1996
600	3.52	390	R	From:		71-640 SOUTH				NA			NA		1996
686)	0.02			To-		71-680				107					
	0.00	60	_	From:		71-689				NΙΔ			NIA		09/15/2000
(687)	0.90	60	R	To:		71.007		1		NA			NA		08/15/2000
(687)	1.20	50	R	From:		71-886				NA			NA		08/15/2000
				To:		71-903									
(688)	0.04	370	R	From:		71-656				NA			NA		1996
				To:		Halifax County Lin	ne								
	0.72	140	R	From:		71-691				NA			NA		03/21/2000
689	0.72	140	K	To:		0.72 ME 71-691				INA			INA		03/21/2000
(689)	1.48	60	R	From:		0.72 WIL 71-071				NA			NA		03/21/2000
				To: From:		71-649									
689	3.40	180	R	To:		71-685				NA			NA		03/21/2000
				From:	_	71-683									
690	1.70	80	R	To		71-685				NA			NA		03/06/2000
				From:		71-685		<u> </u> 							
(691)	3.15	710	R	<u> </u>						NA			NA		1996
				To: From:		71-685 NORTH 71-685 SOUTH									
(691)	1.98	100	R	T						NA			NA		1996
				To:		71-649									

					Pittsylvania Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv					_							
	1.95	270	R	From:	71-685		NA			NA		1996
(692)	1.55	210	IX	To	71-649		INA			INA		1990
				From:	North Carolina State Line							
693)	1.00	440	R				NA			NA		1996
$\bigcup_{i=1}^{n}$				To:	71-735							
\bigcirc	4.00	0.40		From:	71-825		NIA			NIA		0.4/4.4/0000
694)	1.80	340	R	To:	71-718 EAST		NA			NA		04/11/2000
				From:	71-718 WEST							
694)	0.87	290	R				NA			NA		04/11/200
				To: From:	71-1035							
694)	0.46	220	R				NA			NA		04/11/2000
				To: From:	0.46 MN 71-1035							
694)	0.87	220	R	To:	71-703 EAST		NA			NA		04/11/2000
				From:	71-703 EAST 71-703 WEST							
(694)	0.80	60	R	_			NA			NA		04/11/2000
				To:	SCL CHATHAM GAP TER							
Town of Chatham				From:	Dead Finds Con Termina							
694)	0.52	170	R		Dead End; Gap Terminus		NA			NA		04/11/2000
(694)				To:	71-1420 EAST							
694)	0.27	1500	R	From:	/1-1420 LAG1		NA			NA		04/11/2000
				To:	US 29 BUS SOUTH							
	0.50	220		From:	US 29 BUS NORTH		NIA			NIA		04/11/2000
694)	0.50	330	R	To:	Dead End		NA			NA		04/11/2000
Pittsylvania County					2							
C C				From:	NCL DANVILLE							
(695)	2.80	190	R				NA			NA		10/31/2000
				To:	71-721							
(696)	0.60	70	R	From:	Dead End		NA			NA		08/08/2000
(696)	0.00			To:	71-640		1471			1471		00/00/2000
				From:	71-698							
(697)	3.00	40	R				NA			NA		05/23/2000
				To:	71-832							
	0.04	040		From:	Halifax County Line		NIA			NIA		0.4/05/0000
698)	2.21	240	R	To:	71-729 MID		NA			NA		04/25/2000
				From:	71-729 MIB							
698)	3.10	270	R				NA			NA		04/25/2000
				To: From:	71-832							
698)	1.43	80	R				NA			NA		04/25/2000
				To: From:	71-729 WEST							
698)	0.20	110	R	To:	71-640		NA			NA		04/25/2000
				From:								
699)	0.70	220	R	<u> </u>	Dead End		NA			NA		1996
0003				To:	71-832							
_				From:	Henry County Line							
(700)	1.40	120	R				NA			NA		1996
				To:	71-855							
	0.00	050	_	From:	SR 360		NI A			NI A		4000
701)	2.90	250	R	To:	71-662 NORTH		NA			NA		1996
					/ 1-002 INOIXIII							

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Route	Length	AADT	QA	4Tire	Bus		Tru : 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71./	CO MODITU		ī							
701)	4.90	320	R	Piolii.		71-6	662 NORTH				NA			NA		1996
701)		020		To			71-640									
				From:			71-640		Ī							
702	2.20	440	R								NA			NA		1996
				To:			x County Li	ne								
	1.00	200	ь.	From:			71-844				NIA			NIA		1006
703	1.20	200	R	To:		71-	882 WEST				NA			NA		1996
				From:			-882 EAST									
703)	2.00	280	R								NA			NA		1996
				From:			71-842									4000
703	0.50	1100	R	To:		71.7	750 COLUTII		1		NA			NA		1996
				From:			750 SOUTH 750 NORTH									
703)	1.30	1200	R								NA			NA		1996
				To: From:			41 WEST 41 EAST									
703	1.40	1800	G	90%	2%	3%	1%	3%	0%	F	0.090	F	0.525	1800	G	2002
703				To:			71-838									
703)	3.30	940	G	90%	2%	3%	1%	3%	0%	F	0.095	F	0.670	930	G	2002
				To:		71-8	34 SOUTH									
703	4.60	5400	G	90%	2%	3%	1%	3%	0%	С	0.113	F	0.714	5400	G	2002
				To- From:			US 29		1							
703)	3.89	890	G	90%	2%	3%	1%	3%	0%	F	0.088	F	0.62	880	G	2002
				To: From:			71-832		1							
703	2.10	480	R	From:							NA			NA		1996
				To:			71-685									
\bigcirc				From:		Ι	Dead End									20/20/20
704)	0.20	30	R	To:			71-751		1		NA			NA		03/06/200
				From:			71-605									
705)	0.60	70	R	<u> </u>			/1-003				NA			NA		07/18/200
				To:			71-799									
_				From:			71-718									
706	3.10	60	R								NA			NA		08/22/200
<u> </u>				From:			71-707									
706)	1.20	70	R								NA			NA		08/22/200
				To: From:			540 SOUTH 540 NORTH									
706)	1.77	220	R								NA			NA		08/22/200
				To: From:		1.77	ME 71-640									
706)	1.21	60	R	rioni.							NA			NA		08/22/200
				To:			71-701									
	4.00	00	_	From:			71-662				N.1.0			N 1.0		00/04/00/
707	1.36	60	R								NA			NA		08/01/200
	0.70	220		From:		1.36	MN 71-662	!			NIA			NIA		00/01/20/
707)	0.72	320	R	To-			71-640				NA			NA		08/01/200
				From:			540 SOUTH									
707)	1.10	80	R								NA			NA		08/01/200
				To:			71-706		<u> </u>							
	0.65	220	В	From:		US	58 WEST				NIA			NΙΛ		1007
708)	0.65	230	R								NA			NA		1997
				To: From:			71-862									
708)	0.27	630	G	95%	0%	3%	0%	1%	0%	С	0.086	F	0.509	630	G	2002

					Pitts	ylvania Maintena	ince Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		Dead End		ī							
(709)	0.70	30	R			Dodd End				NA			NA		09/19/2000
				To:		SR 360									
\bigcirc	4.40	440		From:		71-656									4007
710	4.10	140	R	To:		71-820 SOUTH	1	1		NA			NA		1997
				From:		71-820 NORTH									
710	1.07	310	R							NA			NA		1997
				To:		71-660									
(711)	1.68	160	R	From:		Dead End				NA			NA		1996
711)	1.00	100		To:		71-729				1471			147.		1000
				From:		71-656									
712	3.30	280	R							NA			NA		1996
				To:		71-656									
	0.70	450	_	From:	00/	Halifax County L		00/	_	0.400	_	0.500	440	0	2002
713	3.70	450	G	94%	0%	4% 0%	1%	0%	F	0.106	F	0.532	440	G	2002
	3.00	970	G	From: 94%	0%	71-730 4% 0%	1%	0%	С	0.107	F	0.573	960	G	2002
713)	3.00	9/0	G	94 70 To:	076	1-729 SOUTH		070	C	0.107	Г	0.573	900	G	2002
				From:		71-729 NORTH									
713)	4.85	430	R	To:		CD 260 EACT				NA			NA		1996
				From:		SR 360 EAST SR 360 WEST	,								
713	1.95	360	R							NA			NA		1996
				To: From:		71-662 WEST									
713	1.80	80	R			71-662 EAST				NA			NA		1996
				To:		1.80 MN 71-66	2								
713	1.51	80	R	From:		1.00 1411 71-00				NA			NA		09/19/2000
				To		71-701									
\bigcirc				From:		71-713									
714)	1.60	150	R							NA			NA		07/06/2000
			_	From:		1.60 MN 71-71	3								
714)	1.00	150	R	To:		SR 360 EAST		1		NA			NA		07/06/2000
				From:		SR 360 WEST									
(714)	1.10	90	R							NA			NA		07/06/2000
				To:		Dead End									
	3.16	90	R	From:		SR 360				NA			NA		1996
715	3.10	30	IX.	To:		SR 360				INA			INA		1990
				From:		71-726									
716)	3.60	1200	G	96%	0%	2% 1%	1%	0%	С	0.100	F	0.650	1200	G	2002
				To:		SR 360									
\bigcirc	0.00		_	From:		71-726									1000
717	0.80	690	R	To:		71-825 SOUTH	1			NA			NA		1996
				From:		71-825 NORTH									
717)	1.90	490	R							NA			NA		1996
				To:		Dead End									
(710)	5.25	870	G	From: 92%	2%	SR 41 3% 2%	1%	0%	С	0.096	F	0.526	860	G	2002
718	5.25	0/0	3	To:	∠ /0		1 /0	0 /0	U	0.080	ı	0.520	000	G	2002
(710)	2.05	1500	G	From: 92%	2%	71-836 EAST 3% 2%	1%	0%	F	0.086	F	0.571	1500	G	2002
(118)	2.00	1000	3	JZ /0	2 /0		1 /0	- 70 	'	0.000	'	0.57 1	1500	J	2002
(718) (718)	1.63	480	G	92%	2%	US 29 3% 2%	1%	0%	F	0.118	F	0.735	480	G	2002
(10)			•	To:		71-694 EAST	.,0		•	27.10	•	50	.50	_	

					Pitts	sylvania N	/laintenar	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71.6	94 EAST		- 1							
718)	0.52	200	R								NA			NA		1997
	0.00		_	From:		7	1-975									4007
718)	2.86	260	R	To			1-640		1		NA			NA		1997
				From:												
719	2.70	1400	R	Pioni.		SR 30	50 SOUTH				NA			NA		1996
				To: From:			0 NORTH									
719	2.57	900	G	98%	0%	1%	0% US 29	1%	0%	С	0.080	F	0.507	890	G	2002
719	2.01	1600	R	From:			2,5 2,				NA			NA		1996
				To:		71-7	45 EAST									
				From:		71-7	45 WEST									
719	0.71	1600	R								NA			NA		1996
				To: From:		71-74	4 SOUTH									
719	0.52	3300	R								NA			NA		1996
				To:			1 SOUTH									
	4.40	0000	_	From:	00/		SR 41	40/	00/	_	0.400	_	0.500	0000	0	0000
719	1.12	2200	G	98% To:	0%	1%	0%	1%	0%	F	0.108	F	0.502	2200	G	2002
							1-863									
			_	From:		7	1-745									400-
720	0.19	230	R								NA			NA		1997
				To: From:		7	1-1022									
720	0.23	570	R								NA			NA		1997
				To:			JS 29									
	0.04		_	From:		7	1-1000									400-
720	0.04	570	R	To:		LIC	20 DI IC				NA			NA		1997
							29 BUS									
			_	From:	201		JS 29	201	201			_		4=00	_	
721)	0.25	1400	G	95%	0%	4%	0%	0%	0%	С	0.098	F	0.651	1500	G	2002
				From:		0.23 M l	FRM 71-10	31								
(721)	0.60	1400	G	95%	0%	4%	0%	0%	0%	F	0.109	F	0.575	1400	G	2002
				To:		7	1-719									
				From:		US 5	8; 71-948									
722)	0.84	160	R								NA			NA		1996
				To:		De	ead End									
				From:		7	1-729		Ī							
723	1.35	1200	R								NA			NA		1996
				To:		S	R 360									
				From:		7	1-750									
(724)	1.33	2600	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.54	2600	G	2002
\cup				To:		WCL I	DANVILL	E								
				From:		7	1-732									
725	1.30	70	R								NA			NA		1996
				To:		7	1-726									
				From:		1	JS 58		I							
(726)	1.38	1500	G	95%	0%		1%	1%	0%	С	0.103	F	0.601	1500	G	2002
				To:					1							
(726) (726) (726)	1.59	650	G	92%	0%	4%	71-655 3 %	1%	0%	С	0.124	F	0.532	640	G	2002
(726)	1.59	030	G		U 70			1 /0	0 70	C	0.124	Г	0.002	040	G	2002
$\overline{}$				From:			1-734									
(726)	0.44	1200	G	92%	0%	4%	3%	1%	0%	F	0.102	F	0.525	1200	G	2002
\sim				To:			0 NORTH									
(726)	444	000	•	From:	00/		20/	10/	00/	_	0 445	_	0.564	070	0	2002
(726)	4.14	980	G	92%	0%	4%		1%	0%	F	0.115	F	0.561	970	G	2002
				To:		7	1-729									

					Pitts	ylvania Maintena									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:											
726	1.59	2300	G	92%	0%	71-729 4% 3%	1%	0%	F	0.124	F	0.535	2300	G	2002
				To: From:		71-992									
726	0.45	2200	G	92%	0%	4% 3%	1%	0%	F	0.108	F	0.616	2100	G	2002
	3.47	1900	G	From: 94%	0%	SR 360 4% 1%	1%	0%	С	0.102	F	0.571	1900	G	2002
726	0.47	1300		To:	070	US 29	170	070		0.102	'	0.57 1	1500		2002
				From:		SR 41									
727	2.40	430	R	To:		71-745				NA			NA		1997
				From:		71-730									
728)	3.30	220	R							NA			NA		1996
				To:		71-729									
	0.08	6600	G	From: 92%	0%	NCL DANVILL 3% 2%	E 2%	0%	С	0.083	F	0.578	6900	G	2002
(729)	0.00	0000		JZ /0	070	71-730	270		0	0.000		0.570	0300	0	2002
729	2.00	4900	G	92%	0%	3% 2%	2%	0%	F	0.086	F	0.657	4800	G	2002
				To:		71-723									
729	4.60	3800	G	92%	0%	3% 2%	2%	0%	F	0.100	F	0.638	3700	G	2002
			_	From:		71-713 SOUTH									
729	3.20	2100	G	92%	0%	3% 2%	2%	0%	F	0.096	F	0.64	2100	G	2002
	2.22	950	G	From: 92%	0%	71-659 3% 2%	2%	0%	F	0.092	F	0.559	940	G	2002
729	2.22	330		72 /0 To:	0 70	SR 360 EAST	2 /0	070	'	0.032	'	0.555	340	0	2002
	5.04	280	R	From:		SR 360 WEST				NΙΛ			NA		04/18/2000
729	5.04	200	ĸ	To:		71-698 SOUTH	[NA			INA		04/16/2000
\bigcirc	0.00	450	_	From:		71-698 MID									0.4.4.0./0.000
729	2.88	150	R	To:		71-832 WEST				NA			NA		04/18/2000
			_	From:		71-832 EAST									
729	2.90	30	R	To:		71-698 NORTH	ſ			NA			NA		04/18/2000
				From:		ECL DANVILL									
(730)	0.80	660	G	86%	0%	2% 1%	10%	0%	С	0.148	F	0.571	690	G	2002
				To: From:		71-729 71-729 SOUTH	ſ								
(730)	2.49	1400	R	_						NA			NA		1994
				To: From:		71-726 SOUTH 71-726 NORTH									
730	3.27	630	R			/1-/20 NOK11				NA			NA		1994
				To:		71-713									
	1.10	140	R	From:		71-638				NA			NA		1996
731)	1.10	140	K	To		Dead End		1		INA			INA		1990
				From:		ECL DANVILL	E								
(732)	1.22	3100	G	97%	0%	2% 1%	0%	0%	С	0.095	F	0.566	3100	G	2002
				To: From:		71-729 NORTH 71-729 SOUTH									
(732)	1.50	240	R	_						NA			NA		03/14/2000
				To: From:		71-726 NORTH 71-726 SOUTH									
(732)	0.93	240	R					-		NA			NA		03/14/2000
				From:		0.93 ME 71-726	5								
732	1.37	70	R							NA			NA		03/14/2000
	0.50	E0		From:		71-725				NIA			NIA		03/14/2000
732	0.52	50	R	To:		71-728				NA			NA		03/14/2000
						7- 1-4									

Doub	1	4 4 D T		4.75		yivania Mainter T			- 00	Peak	014	Dir	A A)A/DT	014/	V
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	- QC	Hour	QK	Factor	AAWDT	Qvv	Year
Pittsvlvania Countv				From:		71-734									
(733)	1.80	320	R	To:		71 726				NA			NA		1994
				From:		71-726									
724	1.78	970	R	From:		71-735				NA			NA		1994
734)	1.10	0.0		To:		US 58 GAP TER	MIN								1001
\bigcirc				From:	201	71-1076	201	201			_		0.400	_	
734)	0.23	2900	G	92%	0%	5% 2%	0%	0%	С	0.106	F	0.540	3100	G	2002
	4.00			From:	00/	71-655	20/	00/		0.007		0.040	070		0000
734)	1.83	880	G	92% To:	0%	5% 2% 71-726	0%	0%	F	0.087	F	0.610	870	G	2002
				From:		North Carolina Sta	to Lina								
735)	1.30	810	R			Norui Caronna Sta	te Line			NA			NA		1996
(733)				To:		71-947									
735	0.50	590	G	From: 85%	1%	10% 4%	0%	0%	С	0.103	F	0.583	580	G	2002
(700)				To:		71-1246									
735	0.15	590	R	From:		/1-12-40				NA			NA		1994
(733)				To:		71-734									
(735)	0.35	660	R	From:		/1-/54				NA			NA		1994
735				To:		71-693									
735	2.50	220	R	From:		/1-093				NA			NA		1996
(733)				To:		North Carolina Sta	te Line								
				From:		Dead End									
738	0.65	60	R							NA			NA		08/08/200
				To		71-640									
\bigcirc				From:		71-969									
739	1.00	70	R	To:		D 15 1		1		NA			NA		07/11/2000
						Dead End									
	1.80	1200	G	99%	0%	71-724 1% 0%	0%	0%	С	0.106	F	0.566	1200	G	2002
740	1.00	1200	G	To:	0 70	71-743	0 70	0 70	C	0.100	'	0.500	1200	O	2002
				From:		71-782 WES	Т								
(741)	2.20	60	R			71 702 1120	-			NA			NA		08/01/2000
				To:		71-782 EAS	Γ								
				From:		71-724									
(742)	1.80	570	R	. —						NA			NA		1996
				To:		71-743									
	0.50	270	В	From:		71-746				NIA			NΙΛ		10/16/2000
743	0.50	370	R							NA			NA		10/16/2000
\bigcirc	1 10	70	R	From:		71-744				NIA			NΙΔ		10/16/2000
743	1.40	70	ĸ							NA			NA		10/16/2000
$\overline{}$	1.00	600		From:		71-1514				NIA			NIA		40/40/200
743	1.00	620	R							NA			NA		10/16/2000
	0.00	4400	Б	From:		71-742				NI A			NIA		10/16/0004
743)	0.60	1100	R					-		NA			NA		10/16/2000
	0.45	2400		From:	00/	71-740	00/	00/		0.007		0.640	2200		2002
743)	0.15	2100	G	97% Tn·	0%	2% 0% SR 41	0%	0%	С	0.097	F	0.612	2200	G	2002
				From:											
744)	2.20	1200	R			71-743				NA			NA		1997
(1-4-4)			••	To:		SR 41 SOUT	Н								1001
				From:		SR 41 NORT									
744)	0.40	1500	R							NA			NA		1997
				To:		71-719 WES	Γ								

					Pitts	sylvania Ma			a							
Route	Length	AADT	QA	4Tire	Bus	2Axle :	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71 71	OFACT									
744)	2.60	230	R			/1-/1	9 EAST				NA			NA		1997
	0.75	270	R	From:		71	-863				NA			NA		1997
744	0.75	270	ĸ	To:		Dea	d End		1		NA			INA		1997
				From:			; 71-721									
745)	2.20	1200	R								NA			NA		1997
	2.78	630	R	From:		71-719	SOUTH	[NA			NA		1997
745)	2.10	030	K	To:		71	-863				INA			INA		1991
				From:			-750		-							
746	1.50	1600	R	<u> </u>		,1	750				NA			NA		1997
				To:		71.	-1531									
746)	1.70	770	R	From:		,,	1001				NA			NA		1997
				To:		71	-863									
				From:		71	-750									
747)	1.27	630	R								NA			NA		1997
				To:		71	-863									
\bigcirc				From:		71	-665									100-
748	0.30	770	R	To:		71	642				NA			NA		1997
				E			-643									
740	0.90	240	R	FIOII.		71	-634				NA			NA		07/18/2000
749	0.50	240	1	To:		71	-665				IVA			IVA		0771072000
				From:		WCL D.		E	1							
750	0.75	11000	G	98%	0%	1%	1%	0%	0%	С	0.093	F	0.69	11000	G	2002
(730)				To:			-724									
750	3.36	9500	G	98%	0%	1%	1%	0%	0%	F	0.094	F	0.700	9400	G	2002
750				To:			-863									
(750)	0.88	5900	G	From: 98%	0%	1%	1%	0%	0%	F	0.095	F	0.715	5800	G	2002
730				To:			-883			-		-				
750	3.48	2100	G	From: 98%	0%	1%	1%	0%	0%	F	0.099	F	0.684	2000	G	2002
750	00			To:	0,0			0,0		•	0.000	•	0.00			
(750)	3.19	2300	G	From: 98%	0%	1%	-866 1%	0%	0%	F	0.100	F	0.507	2300	G	2002
(750)	0.10	2000	·	To:	070		WEST	070	070	•	0.100	•	0.007	2000	Ŭ	2002
				From:		SR 4	1 EAST									
(750)	2.78	910	G	98%	0%	1%	1%	0%	0%	F	0.093	F	0.616	900	G	2002
<u> </u>				From:		71	-612									
(750)	3.38	600	G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.558	590	G	2002
				To: From:		71	-829									
750	0.71	870	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.679	860	G	2002
				To: From:		Sl	R 57									
(750)	4.41	660	G	98%	0%	1%	1%	0%	0%	F	0.11	F	0.534	660	G	2002
				To: From:			9 EAST 9 WEST									
(750)	2.88	230	R	<u>. </u>		/1-04	9 WEST				NA			NA		04/25/2000
(130)				To		71 707	COLUTI	1	 1							
750	1.05	130	R	From:		/1-/85	SOUTH	l			NA			NA		04/25/2000
750	1.00		••	т		10535	1.71.705	C								5 20, 2000
(750)	1.31	70	R	From:		1.05 MN	N /1-/85	8			NA			NA		04/25/2000
750	1.01	, 0	11					~			14/7			INA		J-1/2J/2UUU
	1 15	120	ь	From:		2.37 MN	N 71-785	S			NΙΛ			NΙΛ		04/25/2000
750	1.15	120	R	To:		71_785	NORTH	ī	1		NA			NA		04/25/2000
						/1-/63	TIMORIE									

					Pitts	ylvania Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				-											
754	0.23	20	G	100%	0%	71-626; 71-782 0% 0%	0%	0%	F	0.355	F	0.6	20	G	2002
(751)	0.23	20	G	To:	0 70			0 70	ı	0.555	'	0.0	20	O	2002
754	2.71	30	G	From: 100%	0%	0.23 MN 71-62 0% 0%	0%	0%	F	0.299	F	0.579	30	G	2002
(751)	2.11	00	Ū	T	070		070	070	•	0.200	•	0.070	00	Ü	2002
(751)	0.85	30	G	From: 100%	0%	71-775 0% 0%	0%	0%	F	0.233	F	0.571	30	G	2002
751)				To:		71-776			-		-				
(751)	0.95	30	G	100%	0%	0% 0%	0%	0%	С	0.182	F	0.667	30	G	2002
(101)				To:		SR 40									
751)	4.77	270	R	From:		510 40				NA			NA		1996
				To		71-626									
(751)	0.40	170	R	From:		71 020				NA			NA		1996
				To:		SR 40									
				From:		71-751									
752	0.50	30	R							NA			NA		03/06/2000
				From:		71-949 WEST									
752	0.30	30	R							NA			NA		03/06/2000
				To: From:		71-949 EAST		-							
752	0.50	20	R	_						NA			NA		03/06/2000
				To-		Dead End									
\bigcirc	4.00	4400	_	From:		71-642							NIA		4000
753	1.20	1100	R	To:		71-988				NA			NA		1996
				From:											
754	2.93	930	R	Fiam		Dead End				NA			NA		1997
754)	2.00	330	1	To:		71-642				14/4			INA		1007
				From:		71-642		1							
(755)	1.60	90	R	<u> </u>		71-0-12				NA			NA		03/08/2000
				To:		71-665									
				From:		71-940		Ī							
756	3.40	390	R	<u>-</u>						NA			NA		1997
				To: From:		71-665									
(756)	0.60	730	R	110111.						NA			NA		1997
				To:		US 29									
\sim				From:		Dead End									
(757)	1.10	40	R							NA			NA		03/08/2000
				To:		71-609									
\bigcirc	2.50	80	R	From:		71-768 SOUTH	I			NA			NA		03/07/2000
758	2.50	00	ĸ	To:		71-768 NORTH	I			INA			NA		03/07/2000
				From:		Dead End									
750	0.85	90	R			Dead Elid				NA			NA		1997
759	0.00	•		To:		SR 62							147		1001
Town of Gretna															
				From:		US 29 BUS									
760	0.24	540	G	99%	0%	0% 0%	0%	0%	С	0.122	F	0.585	530	G	2002
				From:		71-1302									
(760)	0.36	450	R	т.						NA			NA		1997
				To:		NCL Gretna		J							
Pittsvlvania Countv				From:		NCI Custur-		Т							
(760)	1.79	450	N	<u> </u>		NCL Gretna				NA			0	N	1997
(760)				To:		71 700									
(760)	2.10	200	R	From:		71-790				NA			NA		1997
(760)	2.10	200	11	To:		71-762				11/7			INA		1001
						,,,,,,									

					Pitts	sylvania Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:				i							
(760)	2.75	150	R	rioin.		71-762				NA			NA		1997
(100)				To		71-609									
\bigcirc	2.22	400	_	From:	00/	71-640	40/	201		0.404	-	0.00	400	_	2222
761)	2.08	480	G	87%	0%	11% 1%	1%	0%	С	0.104	F	0.63	480	G	2002
(704)	2.73	390	G	From: 87%	0%	71-937 11% 1%	1%	0%	F	0.089	F	0.573	390	G	2002
761)	2.73	330	3	07 70	0 70			070		0.003	'	0.373	390	J	2002
761)	3.89	510	G	From: 87%	0%	71-668 NORTH	1%	0%	F	0.107	F	0.585	500	G	2002
(101)				To:		Campbell County I									
\sim				From:		71-760									
762	1.00	60	R	To:		71-940		1		NA			NA		03/08/200
				From:											
763	2.80	330	R	r tolii.		71-609				NA			NA		1997
763				To:		71-760		1							
763)	0.40	440	R	From:		71-700				NA			NA		03/08/2000
(100)				To:		71-940									
				From:		71-672									
764)	1.50	430	R	To:						NA			NA		1997
				From:		71-763									
765	2.70	330	R	FIOIII.		71-790				NA			NA		1997
765	2.70	000	•••	To		71-672									1001
				From:		Dead End		j							
766	0.50	30	R							NA			NA		03/06/2000
				To:		71-609									
	0.65	20	R	From:		Dead End				NIA			NA		07/11/200
767	0.05	30	ĸ	To:		71-914				NA			NA		07/11/200
				From:		71-608									
(768)	1.55	230	R							NA			NA		1997
				To: From:		71-672 WEST									
(768)	4.37	220	R			71-672 EAST				NA			NA		1997
(700)				To:		71-609									
768)	1.30	160	R	From:		71 005				NA			NA		1997
				To: From:		71-758 NORTH									
(760)	1.90	100	R	From:		71-758				NA			NA		1997
768	1.00	100		To:		Dead End				1471			147 (1007
				From:		SR 41									
769	0.23	60	R							NA			NA		1996
				To:		SR 41									
	0.20	180	R	From:		71-665				NA			NA		1996
770	0.20	100		To:		US 29				IVA			INA		1000
				From:		Dead End									
771)	0.50	60	R							NA			NA		05/16/2000
				To- From:		71-605 EAST 71-605 WEST									
771)	1.50	320	R			/1-005 WEST				NA			NA		05/16/2000
				To		71-608									
\sim				From:		Dead End									
772	0.50	70	R	Tar		71 710				NA			NA		07/18/2000
				To-		71-718									

					Pittsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC.	()K	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv						1					
	2.90	190	R	From:	71-799	J NA			NA		03/06/200
(773)	2.90	190	K	To:	71-794]			INA		03/00/200
				From:	SR 40						
774)	2.40	130	R	<u> </u>	DK 40	NA NA			NA		03/06/200
				To:	71-605						
				From:	71-751						
775	1.40	150	R			NA			NA		09/26/200
				To: From:	SR 40 EAST						
	0.20	20	R	riom.	SR 40 WEST	J NA			NA		09/26/200
775)	0.20	20	1	To:	Dead End	1			INA		03/20/200
				From:	71-751						
776	0.60	100	R	<u> </u>	/1-/31	NA			NA		1997
110				To:	SR 40]					
				From:	71-751						
777	3.27	440	R	<u></u>		NA			NA		08/15/200
				To	71-908]					
(777)	1.70	50	R	From:	71-700	NA			NA		08/15/200
				To:	71-605]					
				From:	71-626						
778	3.90	70	R	<u></u>		NA			NA		03/06/200
				To:	71-777	1					
778	2.10	90	R	From:	71 777	NA			NA		03/06/200
(110)				To:	71-605 WEST						
\bigcirc				From:	71-605 EAST						
778	1.20	60	R	т	D 15.1	NA			NA		03/06/200
				To:	Dead End						
	0.05	60	_	From:	Franklin County Line	J NA			NIA		05/00/000
779	0.95	60	R	To:	71-626	NA 1			NA		05/09/200
				From:		<u> </u>					
700	0.20	20	R	riom.	Dead End	J NA			NA		05/09/200
780	0.20	20		To:	71-626	1			IVA		03/03/200
				From:	71-626	: I					
(781)	1.50	50	R	<u> </u>	/1 020	NA			NA		05/09/200
(101)				To:	SR 40						
				From:	Franklin County Line						
(782)	1.40	120	R	·	•	NA			NA		05/09/200
				To	71-635						
(782)	0.20	60	R	From:		NA			NA		05/09/200
				To	71-741 EAST						
782	0.86	80	R	From:	/1-/41 EAS1	NA NA			NA		05/09/200
(102)				To:	71-626	1					
				From:	71-649						
783)	1.10	80	R	<u> </u>		NA			NA		08/08/200
				To	71-973	1					
783	0.60	60	R	From:	11-713	I NA			NA		08/08/200
783				To:	71-644 EAST	<u> </u>					
				From:	71-644 WEST						
783	0.25	10	R			NA 1			NA		08/08/200
				To:	Dead End						
\bigcirc				From:	Dead End	<u> </u>				·	0=10=1=:
784)	0.40	90	R	To:	71 712	NA 1			NA		05/23/200
				To:	71-713	l					

				FILLS	yıvarıla ivlali ilel	iance Are	a							
Length	AADT	QA	4Tire	Bus				(1(,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:		71 750 001	ri i								
1.10	180	R			/1-/30 800 1	П			NA			NA		07/18/200
			To: From:		71-786									
0.60	160	R						ı	NA			NA		07/18/200
			From:											
0.50	250	R						l	NA			NA		07/08/200
			To:		71-605									
0.00	440		From:		71-799				NIA			NIA		05/00/00
2.20	140	ĸ						1	NA			NA		05/02/200
1 40	70	R	From:		2.20 MN 71-7	799			NΔ			NΑ		05/02/200
1.40			To:		71-785				INA			11/-1		03/02/200
			From:		71-605									
1.70	90	R						•	NA			NA		03/06/200
			To: From:		71-799									
0.90	50	R	. —					i	NA			NA		03/06/200
0.65	60	R	From:		71-794				NA			NA		05/09/200
0.00		• • • • • • • • • • • • • • • • • • • •	To:		71 707				1471					00/00/200
0.85	46	R	From:		/1-/8/				NA			NA		05/09/200
			To:		SR 40									
			From:		71-790									
1.10	60	R	_					İ	NA			NA		05/09/200
4 38	1100	G		0%		4%	0%	C	0.085	F	0 564	1100	G	2002
4.00			To:	0 70		770)	0.000	•	0.004	1100		2002
0.20	510	R	From:		SK 40				NA			NA		03/06/200
			To:		71-765									
0.85	80	R	From:		71-703				NA			NA		03/06/200
			To:											
0.45	130	R	From:		71-672 SOUT	TH			ΝΔ			ΝΔ		03/06/200
0.40	100	• • • • • • • • • • • • • • • • • • • •	To:		71.025			1	147 (147.		00/00/200
2.20	50	R	From:		/1-935				NA			NA		03/06/200
			To:		71-760									
			From:		71-790									
2.30	170	R						Ì	NA			NA		1996
			In.		71-672									
			From:		71-1302		1							
0.21	1100	G	98%	0%	1% 0%	0%	0%	F	0.102	F	0.57	1000	G	2002
			To:		71-1312		-							
0.50	1600	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.581	1600	G	2002
			To: From:											
0.34	1400	R			CO 27 BCO, 71	1307		ļ	NA			NA		07/25/200
			To:		71-1308									
0.20	680	R							NA			NA		07/25/200
			To:		ECL GRETN	IA								
			From:		ECI CDETA	Τ.Α.	1							
3.31	470	R	From:		ECL GRETN	IA.			NA			NA		07/25/200
	1.10 0.60 0.50 2.20 1.40 1.70 0.90 0.65 0.85 1.10 4.38 0.20 0.85 0.45 2.20 2.30 0.21 0.50 0.34	0.60 160 0.50 250 2.20 140 1.40 70 1.70 90 0.90 50 0.65 60 0.85 46 1.10 60 4.38 1100 0.20 510 0.85 80 0.45 130 2.20 50 2.30 170 0.21 1100 0.50 1600 0.34 1400	1.10 180 R 0.60 160 R 0.50 250 R 2.20 140 R 1.40 70 R 1.70 90 R 0.90 50 R 0.85 60 R 0.85 46 R 1.10 60 R 4.38 1100 G 0.20 510 R 0.85 80 R 0.85 80 R 0.45 130 R 2.20 50 R 2.30 170 R 0.21 1100 G 0.50 1600 G 0.34 1400 R	1.10 180 R 0.60 160 R 0.50 250 R 1.40 70 R 1.40 70 R 1.70 90 R 1.70 90 R 0.65 60 R 0.85 46 R 1.10 60	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Tax Tax	Length AADT QA 4Tire Bus Truck	Length AADT QA 4 Feb 2 2 2 2 3 4 4 1 7 1 2 1 1 1 1 1 1 1 1	Length AADT QA 4Tire Bus Truck QC	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail QC Hour	Length AADT QA 4Tire Bus Truck 2Axke 3+Axle 1Trail 2Trail QC Hour QK NA Hour QK Hour	Length AADT QA 4Tire Bus Truck 2Axde 3+Axde 1Trail 2Trail 2Trail 2Trail QC Hour QK Factor	Length AADT QA	Length AADT QA 4Tire Bus 2Axde 3+Axde 1Trail 2Trail 2Trail

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Peak	QK	Dir	AAWDT	QW	Year
Pittsylvania County								1Trail	21rali		Hour		Factor			
	1.41	60	R	From:		71-67	1 SOUTH	I			NA			NA		07/25/2000
(792)	1.41	00	IX.	To:		1 /1 M	C 71 671	C			INA			INA		0112312000
792	1.21	140	R	From:		1.41 M	S 71-671	5			NA			NA		07/25/2000
(102)				To:		S	SR 40									
\bigcirc				From:		S	SR 57									
793)	1.20	130	R								NA			NA		05/02/2000
<u></u>	1.20	80	R	From:		7	1-802				NA			NA		05/02/2000
793	1.20	00	IX.	To:		7	1-605				INA			INA		03/02/2000
				From:		Į	JS 29									
(794)	3.68	590	R								NA			NA		03/06/2000
				To: From:			0 NORTH 0 SOUTH									
(794)	1.55	460	R	<u> </u>		/1 //	0.500.11				NA			NA		03/06/2000
				To:		S	SR 40									
794)	2.20	110	R								NA			NA		03/06/2000
				To: From:		7	1-773									
794)	0.30	210	R								NA			NA		03/06/2000
				To: From:			1-672									
(795)	2.00	60	R	From:		7	1-649				NA			NA		1996
(795)	2.00		.`	To:		7	1-797									1000
				From:		De	ad End									
(796)	0.50	60	R								NA			NA		08/22/2000
				To-			1-863									
(797)	2.30	90	R	From:		L	JS 29				NA			NA		1997
(191)	2.00	00	• • • • • • • • • • • • • • • • • • • •	То:		71-64	49 EAST				1471			147 (1007
\bigcirc	4.70	222	-	From:		71-64	19 WEST				NIA			NIA		4007
797)	1.70	260	R	To:		7	1-790		1		NA			NA		1997
				From:			1-799		i							
(798)	2.30	70	R			,	1 1777				NA			NA		07/06/2000
				To:		7	1-649									
\bigcirc	0.40	1000	_	From:	40/		SR 57	40/	00/	_	0.000	_	0.540	1000	_	
799	6.12	1200	G	90%	1%	5%	1%	4%	0%	С	0.096	F	0.518	1200	G	2002
\bigcirc	1.94	400	-	From: 90%	10/		1-790	4%	0%		0.098	F	0.55	400		2002
799	1.94	400	G	90%	1%	5%	1%	470	0%	F	0.096	Г	0.55	400	G	2002
(700)	1.17	670	G	From: 90%	1%	5%	1%	4%	0%	F	0.086	F	0.581	670	G	2002
799	1.17	0.0		To:	170		1-605	770	070	•	0.000		0.001	010	0	2002
				From:		7	1-649									
800	3.90	130	R								NA			NA		03/06/2000
				To: From:			0 NORTH 1-750	1								
800	2.30	200	R	<u> </u>		,	1 750		ļ		NA			NA		03/06/2000
				To: From:			1-799	·								
800	1.10	90	R	r roll.		/1-/9	9 SOUTE	1			NA			NA		03/06/2000
				To:		71-79	9 NORTH	ł						-		
				From:		De	ad End									
801)	0.35	10	R				• 00	_			NA			NA		10/03/2000
<u> </u>				To- From:			2 SOUTE 2 NORTE									
801)	1.80	230	R								NA			NA		10/03/2000
				To-		7	1-803									

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(;	eak our	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:	71-793							
802	3.24	240	R		/1-/93	١	IA			NA		1997
002				To	71-1446							
				From:	71-802							
803	1.50	60	R			١	IA			NA		04/11/2000
				From:	71-1039							
803	0.89	180	R	To:	US 29	N	IA			NA		04/11/2000
				From:	71-750							
804)	2.20	120	R	<u> </u>	/1=/30	N	IA			NA		1997
				To:	SR 57							
\sim				From:	71-807							
805)	1.80	60	R	To:	71.000	١	IA			NA		08/29/2000
				From:	71-800							
(806)	1.10	160	R	From:	SR 57		IA			NA		1997
(000)	1.10	100		To:	71-807 WEST		., .			147.		1007
				From:	71-807 EAST							
806)	2.90	130	R	To:	71-626	N	IA			NA		1997
				From:	Dead End							
807)	0.60	60	R	<u> </u>	Dead End	N	IA			NA		09/19/2000
001)				To:	71-969 NORTH							
	2.98	380	R	From:	71-969 SOUTH		IA			NA		1997
807)	2.90	300	K	_T		ľ	iA.			INA		1997
007	0.56	300	R	From:	71-806 WEST	N	IA			NA		1997
807)	0.00	000		To:	71-750		., .			147.		1007
				From:	SR 40							
808)	2.30	70	R			١	IΑ			NA		04/25/2000
				To:	71-630							
	0.40	450		From:	Franklin County Line					NIA		4007
809	2.40	150	R	To:	71-626	יו	IA			NA		1997
				From:	Dead End							
(810)	1.00	80	R	<u> </u>	D viii Diii	١	IΑ			NA		06/27/2000
				To:	71-729							
\bigcirc				From:	71-817							
811)	3.10	180	R	To:	OD 57	N	IA			NA		1996
				From:	SR 57 71-657							
812	1.00	50	R		/1-03/	N	IA			NA		07/11/2000
012				To:	71-807							
_				From:	71-750							
813)	3.38	160	R			١	IA			NA		1996
				To: From:	71-815							
813	0.75	390	R	To:	op 57	١	IA			NA		1996
				To.	SR 57							
(014)	0.70	60	R		SR 41	N	IA			NA		04/18/2000
814)				To:	71-815 WEST							
\bigcirc	4.00	-	_	From:	71-815 EAST					h 1 A		04/46/2022
814)	1.00	60	R	To:	71-813	N	IA			NA		04/18/2000
				From:	71-612							
815)	1.00	70	R	Щ.	/1-012	١	IA			NA		04/18/2000
				To:	71-814 EAST							

							Truc	ck			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-8141	EAST									
815	2.50	130	R	т		71. 0	12				NA			NA		04/18/2000
				From:		71-8										
816)	0.27	50	R			SR 41 S	OUTH				NA			NA		04/18/2000
				To: From:		SR 41 N	ORTH									
816)	1.90	90	R								NA			NA		04/18/2000
				To:		71-6										
817)	2.70	180	R	From:		SR 4	41				NA			NA		1997
(617)	v			To:		SR 57 N										
(0.47)	1.80	120	R	From:		SR 57 S0	OUTH				NA			NA		1997
817)	1.00	120		To:		71-8	10				1471			1471		1007
817)	2.30	120	R	From:		/1-0	19				NA			NA		1997
				To:		71-8	11									
817)	2.60	130	R								NA			NA		1997
				To:		71-6										
818)	0.49	630	G	97%	1%	2% SR :	57 0%	0%	0%	F	0.119	F	0.614	620	G	2002
010				To:	.,,	71-8				•	00		0.0			
818)	2.77	400	G	97%	1%		0%	0%	0%	С	0.114	F	0.633	400	G	2002
				To:		SR 4	41									
\bigcirc	4.00	400	_	From:		71-6	23				NIA			NIA		4007
819	1.60	120	R	To		71-8	17				NA			NA		1997
				From:		71-7										
820	0.63	350	R								NA			NA		1996
				From:		71-710 S 71-7										
820	1.65	220	R								NA			NA		1996
				To:		Halifax Co		е								
(821)	0.37	160	R	From:		SR 5	57				NA			NA		08/01/2000
621)				To:		71-8	27									00/01/2000
821)	1.90	130	R	From:		71-0.	21				NA			NA		08/01/2000
				To: From:		71-8	26									
821)	0.20	60	R								NA			NA		08/01/2000
				To: From:		0.20 ME	71-826									00/0//0000
821)	0.20	100	R								NA			NA		08/01/2000
	1.10	100	R	From:		71-6	05				NA			NA		08/01/2000
821)	1.10	100		To:		71-6	12				147 (147.		00/01/2000
				From:		Dead	End									
822	0.50	60	R								NA			NA		10/11/2000
	0.40	F00		From:		71-7	03				NI A			NI A		10/44/0000
822	2.40	560	R	To		71-14	128				NA			NA		10/11/2000
				From:		71-7										
823	2.69	510	G	91%	1%	5%	1%	1%	0%	С	0.098	F	0.593	510	G	2002
				To:		SR 5										
(924)	0.60	270	R	From:		71-6	05				NA			NA		1996
824)		•		To:		71-612 S	OUTH				, .					
																

					Fillsylvania ividinteriance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak	QK Dir Factor	AAWDT (QW Year
Pittsvlvania Countv				From:	GI (IANOPEN				
(824)	2.30	290	R		71-612 NORTH	l NA		NA	1996
824)				To:	71-823				
				From:	71-716				
825	1.30	110	R			NA		NA	03/07/2000
				To: From:	71-717 SOUTH				
825 825	0.30	680	R			NA		NA	03/07/2000
				To: From:	71-717 NORTH				
(825)	1.30	350	R			NA		NA	03/07/200
				To: From:	71-640 SOUTH				
825)	1.70	570	R		71-640 NORTH	l NA		NA	03/07/200
(023)	•	0.0	••	To:	US 29				00/01/200
				From:	Dead End				
826	0.70	40	R		2 200	NA		NA	08/08/2000
				To:	71-821				
				From:	Dead End				
827	1.59	60	R			NA		NA	1996
				To:	71-821				
	0.05		_	From:	71-668				07/05/000
828	0.35	60	R	To:	Dead End	NA I		NA	07/25/2000
				From:					-
(200)	0.80	40	R		Dead End	l NA		NA	05/16/2000
829	0.00	-10		To:	71-612 EAST			1471	00/10/2000
				From:	71-612 WEST				
829	2.90	330	R			NA		NA	05/16/2000
				To:	71-750				
	4.00	00	_	From:	Dead End			N.I.A	0.4/4.0/0000
830	1.00	60	R	To:	71-833 SOUTH	NA I		NA	04/18/2000
				From	71-833 NORTH				
830	1.30	110	R			NA		NA	04/18/2000
				To:	71-829				
\sim				From:	71-813				
(831)	1.50	80	R			NA		NA	05/16/2000
<u> </u>				From:	71-850				
(831)	0.50	120	R	To:	g1 g50	NA		NA	05/16/2000
					71-750				
(200)	0.70	60	R	From:	71-750	l NA		NA	1996
833)	0.70	00	Λ.		51 622 527	1 N/A		INA	טפפו
	0.10	60	R	From:	71-830 SOUTH	NA		NA	09/05/2000
833	0.10	00	K			INA		INA	09/03/2000
	1.60	90	-	From:	71-830 NORTH	NIA		NIA	09/05/2000
833	1.60	80	R	To:	71-834	NA I		NA	09/05/2000
				From:	71-835				
934	2.60	750	R	<u> </u>	/1-033	I NA		NA	1996
834)				To:	71-718 EAST				
			_	From:	71-718 WEST				
834)	1.60	800	R	To:	71 702 901 1711	NA I		NA	1996
				From:	71-703 SOUTH 71-703 NORTH				
834)	2.60	210	R		. ,	NA NA		NA	1996
(- ·)						i			
<u> </u>				To:	71-612				
834)	0.30	190	R	From:	71-612	NA		NA	1996

Length		~~	4Tire	Bus				QC		QK	_	AAWDT	QW	Year
			=.		2Axle 3+Axle	1Trail	2Trail		Hour		Factor			
0.50	140	R	From:		71-833				NA			NA		1996
			To: From:		71-829									
2.10	60	R							NA			NA		07/25/2000
2 10	50	R	From:		SR 57				NA			NA		07/25/2000
			To:		71-750									
2.00	270	_	From:	00/	SR 41	00/	00/		0.000	_	0.044	270		2002
3.60	3/0	G	97 % To:	0%	71-718	0%	0%	C	0.096	Г	0.041	370	G	2002
0.00			From:		71-718 WEST									4000
2.20	240	K	To:		71-718 EAST				NA			NA		1996
			From:		Dead End									
0.40	20	R	To:		71-834				NA			NA		07/25/2000
			From:		71-703									
1.40	130	R	To:		71 710				NA			NA		1996
			From:											
0.70	200	R	<u> </u>		Dead End				NA			NA		08/15/2000
			To: From:		71-926									
1.30	270	R	_						NA			NA		08/15/2000
0.40	230	R	From:		SR 41		•		NA			NA		08/15/2000
			To-		0.40 MN SR 4	1	1							
1.06	180	R							NA			NA		08/15/2000
0.54	180	Р	From:		1.46 MN SR 4	1			NΔ			NΔ		08/15/2000
0.54	100		To:		71-718				INA			INA		00/13/2000
			From:		71-612									
3.61	170	R	To:		71-818		1		NA			NA		1996
			From:		US 58									
2.44	2300	G	97%	0%	1% 1%	1%	0%	С	0.091	F	0.564	2200	G	2002
2.50	420	G	From:	0%	71-851	1%	0%	F	0.004	F	0.655	410	G	2002
2.50	420			0 70		1 70	070	'	0.034	'	0.000	410		2002
1.20	400	G	97%	0%	1% 1%	1%	0%	F	0.094	F	0.506	390	G	2002
			From:		71-882					_				
2.55	530	G	97% To:	0%			0%	F	0.090	F	0.562	520	G	2002
4.00	400		From:		71-612 EAST				NIA			NIA		1000
4.80	160	ĸ	To:		71-818				NA			NA		1996
			From:	,	Dead End	,								
0.70	70	R	To:		71_703				NA			NA		07/06/2000
			From:			4	I							
0.80	70	R	<u> </u>		, ,.				NA			NA		05/09/2000
			To: From:		71-844		-							05/06/202
0.80	20	R	To:		Dead End				NA			NA		05/09/2000
	2.10 2.10 3.80 2.20 0.40 1.40 0.70 1.30 0.40 1.06 0.54 3.61 2.44 2.50 1.20 2.55 4.80 0.70	2.10 60 2.10 50 3.80 370 2.20 240 0.40 20 1.40 130 0.70 200 1.30 270 0.40 230 1.06 180 0.54 180 3.61 170 2.44 2300 2.50 420 1.20 400 2.55 530 4.80 160 0.70 70	2.10 60 R 2.10 50 R 3.80 370 G 2.20 240 R 0.40 20 R 1.40 130 R 0.70 200 R 1.30 270 R 0.40 230 R 1.06 180 R 0.54 180 R 0.54 180 R 2.44 2300 G 2.50 420 G 1.20 400 G 2.55 530 G 4.80 160 R 0.70 70 R	0.50	0.50	0.50	2.10	2.10 60 R 2.10 50 R 2.10 60 R 2.10 71 882	2.10 60 R	0.50	0.50	2.10 60 R	0.50	0.50

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Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-750		ī							
844)	0.93	3600	G	97%	0%	2% 0%	0%	0%	С	0.093	F	0.65	3600	G	2002
844)	1.19	3000	G	From: 97%	0%	71-868 2% 0%	0%	0%	F	0.096	F	0.644	3000	G	2002
844)	3.58	1900	G	From: 97%	0%	71-869 2% 0%	0%	0%	F	0.097	F	0.668	1900	G	2002
844)	1.90	1000	G	From: 97%	0%	71-882 WEST 2% 0%	0%	0%	F	0.103	F	0.677	1000	G	2002
	2.32	720	G	From: 97%	0%	71-614 2% 0%	0%	0%	F	0.102	F	0.517	720	G	2002
844)	2.32	720	<u> </u>	To:	076	SR 41	076	076	ŗ	0.102	Г	0.517	720	<u> </u>	2002
845	0.40	40	R	From:		Dead End				NA			NA		06/27/200
845	0.90	90	R	From:		71-841		-		NA			NA		06/27/200
				To: From:		71-882 WEST 71-882 EAST									
845	3.00	120	R	To:		71-844 NORTI				NA			NA		06/27/200
845)	1.90	160	R	To:		71-844 SOUTI 71-703	1			NA			NA		06/27/200
	0.04		_	From:		Dead End				NIA			NA		4000
846	0.21	90	R	To:		71-753				NA			NA		1996
847)	0.10	80	R	From:		71-851				NA			NA		07/11/200
847)	0.40	60	R	From:		71-848				NA			NA		07/11/200
				To:		Dead End		ĺ							
848)	0.71	46	R	From:		71-841				NA			NA		06/27/200
				To:		71-847									
849)	1.80	190	R	From:		71-851				NA			NA		1997
				From:		71-855 Dead End									
850	0.65	60	R	To:		71-831				NA			NA		10/03/200
				From:		71-855									
851)	4.60	720	R	To:		71-853				NA			NA		1995
851)	1.87	570	G	97% To:	0%	1% 0% 71-844	2%	0%	С	0.101	F	0.571	560	G	2002
(F)	0.98	80	R	From:		71-851 WEST	1			NA			NA		1997
852				То:		71-851 EAST				1971			11/7		1991
853	0.80	1100	R	From:		71-841				NA			NA		1997
853	2.13	350	R	From:		71-878				NA			NA		1997
				To:		71-851									
854)	1.91	370	R	From:		71-855				NA			NA		1996
				To:		71-622									

						Tru	ıck			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-622		1							
855	1.55	190	R							NA			NA		1996
				To: From:		71-621 NORTH 71-621	[
855	1.80	60	R	<u> </u>		71-021				NA			NA		1996
				To:		71-700									
855)	2.30	270	R	From:		,,,,,,				NA			NA		1996
				From:		71-854									
855	0.60	450	R	To:		US 58 EAST				NA			NA		1996
				From:		US 58 WEST									
855	0.90	1300	G	95%	0%	2% 0%	2%	0%	С	0.114	F	0.563	1300	G	2002
				To: From:		71-851		ŀ							
855	3.30	370	R							NA			NA		1996
				To:		71-841									
	0.05	440	_	From:		North Carolina State	Line			.			NIA		4000
856	2.85	440	R	To		71-621				NA			NA		1996
				From:		71-622									
857)	1.50	150	R	<u>. </u>		71-022				NA			NA		1997
001)				To:		Dead End									
				From:		Dead End									
858)	0.85	40	R							NA			NA		09/22/200
				To: From:		0.85 MS Dead Er	nd	ŀ							
858)	0.10	60	R					•		NA			NA		09/22/2000
				To:		71-896									
\bigcirc	4.00			From:		North Carolina State	Line								100-
859	1.28	1300	R	To:		71-622				NA			NA		1997
				From:				1							
(960)	0.33	60	R			Dead End				NA			NA		05/02/2000
860				To:		71-621									
				From:		North Carolina State	Line	j							
(861)	2.60	90	R							NA			NA		1996
				To:		71-621									
\bigcirc				From:	10/	71-863	407	20/							
862	2.06	320	G	93%	1%	5% 0%	1%	0%	F	0.116	F	0.6	320	G	2002
				From:		71-621 SOUTH					_				
862	2.95	450	G	93% To:	1%	5% 0% 71-708	1%	0%	С	0.087	F	0.512	440	G	2002
				From:			т.								
(062)	1.97	2400	G	90%	0%	North Carolina State 2% 1%	6%	0%	F	0.09	F	0.543	2400	G	2002
(863)	1.07	2400	Ū		070		070		•	0.00	•	0.040	2400	Ü	2002
863 863	4.54	2400	G	From: 90%	0%	71-862 2% 1%	6%	0%	F	0.093	F	0.502	2400	G	2002
(003)	1.01			To:	070	71- 878	070	7,0	•	0.000		0.002	2100	Ü	2002
\bigcirc				From:		71-878									
863	1.16	2800	G	90% To:	0%	2% 1%	6%	0%	С	0.089	F	0.537	2700	G	2002
				From:		US 58 WCL DANVILL	E								
863 863 863	2.99	1800	G	90%	0%	2% 1%	6%	0%	F	0.101	F	0.551	1700	G	2002
				To		71-750									
(863)	2.55	1000	G	90%	0%	2% 1%	6%	0%	F	0.095	F	0.564	1000	G	2002
				To:		71-866									
(863)	0.84	1800	G	90%	0%	2% 1%	6%	0%	F	0.104	F	0.564	1800	G	2002
()				To:		71-746									

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Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-746		- 1							
863	1.89	1100	G	90%	0%	2% 1% SR 41 SOUTH	6%	0%	F	0.099	F	0.576	1100	G	2002
863	3.79	1700	G	90%	0%	SR 41 NORTH 2% 1%	6%	0%	F	0.101	F	0.609	1700	G	2002
				To:		US 29									
864)	0.84	740	R	From:		SR 41				NA			NA		1996
864)	1.22	570	R	To: From:		71-1134 NORTH	I			NA			NA		1996
				To:		71-863									
865)	1.89	340	R	From:		71-750				NA			NA		1996
				To: From:		71-866 EAST 71-866									
865	3.00	220	R	To:		SR 41				NA			NA		1996
				From:		71-750		1							
866	2.40	350	R	Ta						NA			NA		1996
866	1.37	530	R	From:		71-865				NA			NA		1996
000				To:		71-863									
				From:		71-703									
867)	1.70	70	R	_						NA			NA		1996
				To-		71-869									
	1.50	500	R	From:		71-869				NA			NA		1997
868	1.50	500	ĸ							INA			NA		1997
	0.22	680	G	From: 98%	0%	71-994 2% 0%	0%	0%	С	0.097	F	0.561	680	G	2002
868)	0.22	660	G	90 70 To:	0%	71-844	0%	0%	C	0.097	г	0.501	000	G	2002
				From:		Cul-de-Sac									
(869)	0.29	1900	R			cui de bue				NA			NA		1996
<u> </u>				To: From:		US 58									
869	2.62	1700	G	93%	1%	4% 1%	0%	0%	F	0.113	F	0.655	1700	G	2002
				To: From:		71-868									
869	1.36	1400	G	93%	1%	4% 1%	0%	0%	F	0.109	F	0.628	1400	G	2002
				To: From:		71-844									
869	1.80	1200	G	93% To:	1%	4% 1% 71-750	0%	0%	С	0.098	F	0.782	1200	G	2002
				From:		Dead End									
870	1.85	520	R	<u> </u>		Dead End				NA			NA		1997
010				To:		71-1009									
870	1.46	720	R	From:		/1-100/				NA			NA		1997
				To:		WCL DANVILL	Е								
				From:		North Carolina State	Line								
871)	1.10	100	R							NA			NA		03/14/200
				To:		Dead End									
	0.40	470	Б	From:		71-870				NIA			NIA		1000
872	2.48	470	R	To:		71-863 Gap Termin	nus			NA			NA		1996
				From:		US 58 Gap Termir									
(872)	1.40	450	R							NA			NA		1996
				To:		71-873]							
\cap	0.50	0=0	_	From:		71-878				N/ A			h		4007
873	2.50	370	R	To:		WCL DANVILL	E			NA			NA		1997
						WCLDANVILL	Ŀ								

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Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle	k Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:										
874)	0.10	10	R	Troin.		Dead End			NA			NA		05/22/2000
01.5				To:		0.10 MN Dead End								
874)	0.20	40	R	From:					NA			NA		05/22/2000
				To: From:		71-961								
874)	2.70	320	R					1	NA			NA		05/22/2000
				To:		71-875								
075	1.80	330	R	From:		71-876			NA			NA		1996
875	1.00	330		To:		71 621			14/-1			14/4		1550
(875)	2.80	160	R	From:		71-621			NA			NA		1996
875				To:		US 58								
				From:		US 58 WEST								
876	0.01	540	R					_	NA			NA		09/12/2000
				To: From:		71-948								
876)	0.69	250	R					1	NA			NA		09/12/2000
				To: From:		US 58 MID US 58 EAST								
876)	0.95	780	R	_		CD 30 E/101			NA			NA		09/12/2000
				To:		71-869								
876)	0.35	80	R	From:		, , , , , , , , , , , , , , , , , , , ,			NA			NA		09/12/2000
				To:		Dead End								
\bigcirc				From:		US 58								
877)	0.70	90	R	To		DJ.FJ	1	Ī	NA			NA		04/18/2000
				From:		Dead End								
070	1.02	320	R	rioin.		71-863			NA			NA		1996
878	1.02	020	• • • • • • • • • • • • • • • • • • • •	To:		LIC 50								1000
878)	1.50	480	R	From:		US 58			NA			NA		1996
676)				To:		71-873								
878	0.85	750	R	From:		/1-8/3			NA			NA		1996
679				To:		71-869 SOUTH								
	1.00	770	_	From:		71-869 NORTH			NIA			NIA		4000
878	1.90	770	R	_			ı	i	NA			NA		1996
670	1.10	460	R	From:		71-925			NA			NA		1996
878	1.10	400	K					Ī	INA			INA		1990
070	0.29	140	R	From:		71-853			NA			NA		1996
878	0.20	140	• • • • • • • • • • • • • • • • • • • •	To:		Cul-de-Sac		1	147 (1471		1000
				From:		71-807								
879)	1.20	90	R				•		NA			NA		1996
				To:		71-626								
\bigcirc				From:	N	Iorth Carolina State L	ine							
880	0.84	340	R	To:		71.062	1	ı	NA			NA		1996
						71-863								
(881)	0.45	60	R	From:		Dead End		l	NA			NA		1996
001)	0.43	-	11	To:		71-750			14/1			14/7		1000
				From:		71-841								
882	3.96	450	R			V.		1	NA			NA		1996
				To:		71-844 WEST								
	3.08	250	R	From:		71-844 EAST		l	NΙΛ			NA		1996
882	3.00	250	ĸ	To:		71-750			NA			INA		1990
						11-130								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	rail QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:	71-750	1						
883)	2.20	380	R		/1-/30		NA			NA		1996
				To:	71-863							
				From:	71-638							
884)	0.42	240	R	To:	71 (24	_	NA			NA		10/17/2000
				From:	71-634							
005	0.30	170	R	rioni.	71-665 WEST		NA			NA		09/26/2000
885	0.00			To:	SR 40 EAST							00/20/200
	0.00	440	_	From:	SR 40 WEST					NIA		00/00/000
885	2.90	140	R	To:	71-665 EAST	_	NA			NA		09/26/200
				From:	71-649							
886	1.40	50	R	<u> </u>	/1=0+/		NA			NA		1996
000				To:	71-687							
				From:	71-612							
887	1.00	80	R				NA			NA		1996
				To: From:	1.00 ME 71-612							
887)	0.50	110	R				NA			NA		1996
				To:	71-750							
	0.70	80	R	From:	SR 40 WEST		NA			NA		03/06/2000
888	0.70	00	IX	To:	SR 40 EAST		INA			INA		03/00/2000
				From:	71-713							
889	0.60	40	R				NA			NA		03/21/200
<u> </u>				To:	Dead End							
\bigcirc				From:	71-608							
890	0.57	50	R	To:	Deal Fold		NA			NA		1996
				From:	Dead End							
(001)	1.00	170	R		71-876		NA			NA		1997
891)				To:	Dead End							
				From:	71-618							
892	1.00	40	R				NA			NA		06/27/2000
				To:	71-630							
	0.50	60	ь.	From:	71-640		NIA			NIA		10/10/000
(893)	0.50	60	R	To:	Dead End		NA			NA		12/12/200
				From:	71-718							
894)	0.12	200	R		71 710		NA			NA		1996
				To:	US 29							
				From:	71-832							
895	2.50	60	R				NA			NA		09/26/2000
				From:	71-1093							
895)	1.30	80	R	To:	71 (40		NA			NA		09/26/2000
				From:	71-640							
(006)	1.50	150	R	1 10111.	71-969		NA			NA		04/18/2000
896				To:	1 50 MC 71 0/0							
896	0.38	60	R	From:	1.50 MS 71-969		NA			NA		04/18/2000
896)				To	1 90 MC 71 070							
896	0.14	90	R	From:	1.89 MS 71-969		NA			NA		04/18/2000
(896)				To:	71-858							
896)	0.57	90	R	From:	/1-030		NA			NA		04/18/2000
()	-			To:	71-626	\neg						

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT	QW Year
Pittsvlvania Countv				From:		riodi	1 dotoi		
897)	3.00	180	R		71-716	NA		NA	1996
				To:	71-716				
	1.13	80	R	From:	71-623	NA		NA	03/28/2000
898)	1.13	80	K	To:	Dead End	INA		INA	03/20/2000
				From:	North Carolina State Line				
899	1.30	150	R	To:	SR 62	NA		NA	1997
				From:	71-629				
900	2.00	280	R		/1 02/	NA		NA	1996
				To: From:	71-640 NORTH 71-640 SOUTH				
900	1.80	170	R	<u> </u>	/1-040 300 111	NA		NA	1996
				To:	71-628				
	1 20	240	_	From:	71-825	NΙΔ		NIA	1006
901)	1.20	210	R	To:	71-972	NA		NA	1996
				From:	71-869				
902	0.40	220	R			NA		NA	1997
				To:	Dead End				
903	0.66	410	R	110111	US 29	NA		NA	1996
				To: From:	71-687				
903	2.30	220	R			NA		NA	1996
				To:	71-676				
(004)	1.70	110	R	From:	71-665	NA		NA	10/24/2000
904)	10			To:	1.70 MN 71-665	101			10/2 1/2000
904)	0.70	190	R	From:	1.76 MIX 71 005	NA		NA	10/24/2000
				To:	71-634				
(905)	0.20	30	R	From:	Dead End	NA		NA	07/10/2000
(905)	0.20	30	K	To:	71-932	INA		INA	07/10/2000
				From:	Dead End				
906	0.30	60	R	To:	on sa	NA		NA	05/17/2000
				From:	SR 57 71-856				
907)	0.29	160	R		/1-630	NA		NA	1996
				To: From:	71-911				
907	0.04	10	R			NA		NA	1997
				To: From:	Cul-de-Sac				
908)	1.72	250	R	From.	71-777	NA		NA	1996
900)				To:	Dead End				
\bigcirc				From:	Dead End				
909	0.55	40	R	To:	71-701	NA		NA	07/12/2000
				From:	Dead End				
910	0.90	160	R			NA		NA	1996
				To:	71-726				
911)	0.04	60	R	From:	71-907	NA		NA	1996
911)	U.U 4			To	Cul-de-Sac			11/7	1990
				From:	71-660				
912	1.60	40	R	To:	110.260	NA		NA	05/02/2000
				10.	US 360				

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:		71-934		1							
913	0.10	80	R	<u> </u>		/1-934				NA			NA		08/08/2000
				To: From:		0.10 MN 71-934									
913)	0.40	60	R	To		Dead End		ĺ		NA			NA		08/08/2000
				From:		71-686									
914)	3.25	90	R	Tax		71.606		i		NA			NA		1996
				From:		71-686		I							
915)	0.10	260	R							NA			NA		1996
				To: From:		71-761									
916)	2.50	60	R	From:		71-640				NA			NA		08/22/2000
0.0				To		71-604									
	0.90	90	R	From:		SR 40				NIA			NIA		1006
917)	0.80	90	ĸ	To:		71-665				NA			NA		1996
				From:		71-768									
918)	0.10	60	R	To:		Dead End		i		NA			NA		1996
				From:		71-867		<u>.</u>							
919	0.33	60	R							NA			NA		1996
				To:		Dead End									
920	1.35	80	R			71-603				NA			NA		06/27/2000
				To		71-604									
(024)	1.40	40	R	From:		Dead End		J		NA			NA		08/01/2000
921)	1.10		.``	To:		71-840									00/01/2000
\bigcirc				From:		71-794									
922	1.70	90	R	To:		US 29		1		NA			NA		1996
				From:		71-718									
923)	0.38	70	R	To:		D IF I		i		NA			NA		05/23/2000
				From:		Dead End Dead End		<u>J</u>							
(924)	0.39	30	R			D vud Eliu				NA			NA		04/18/2000
				To: From:		71-638		-							
924)	0.54	60	R					1		NA			NA		04/18/2000
924)	1.09	230	R	From:		0.54 ME 71-638				NA			NA		04/18/2000
				To: From:		71-665 NORTH		1							
924)	0.97	860	R							NA			NA		04/18/2000
				To: From:		RAMP FR US 29 US 29 RAMPS)								
924)	1.10	810	G	96%	0%	3% 0%	0%	0%	F	0.116	F	0.636	800	G	2002
Town of Hunt				To:		WCL HURT		<u> </u>							
Town of Hurt				From:	001	WCL HURT		200							0677
924)	0.79	860	G	96%	0%	3% 0%	0%	0%	С	0.112	F	0.574	850	G	2002
(924)	1.17	3200	G	From: 98%	0%	US 29 BUS 1% 0%	0%	0%	С	0.089	F	0.649	3200	G	2002
Pittsvlvania Countv				To:		71-668									
	2.22		_	From:		71-878				N1.0			A		40/44/0000
925	0.30	20	R	To:		Dead End				NA			NA		10/11/2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak QK Hour	Dir AAWDT Q\	V Year
Pittsvlvania Countv				From:	Dead End	i		
926)	0.30	80	R		Dead End	NA NA	NA	1997
020				To:	71-839]		
				From:	71-685]		
927	0.25	160	R			NA	NA	04/04/200
				To: From:	71-938]		
927)	3.15	80	R	т	OD 40 WEGT	NA NA	NA	04/04/200
				From:	SR 40 WEST SR 40 EAST			
927)	1.80	190	R			NA	NA	04/04/200
				To:	71-606			
$\overline{}$				From:	71-649			
928	1.70	60	R	To:	71 (2)	NA 1	NA	03/14/200
				From:	71-626			
000	1.90	50	R	From:	71-626	J NA	NA	03/14/200
929	1.50	30	1	To:	Dead End	1	NA	03/14/200
_				From:	71-634	1		
930)	2.60	350	R	<u> </u>	71 05 .	NA	NA	1996
				To:	71-643			
				From:	US 29			
931)	0.31	160	R			NA	NA	03/21/200
				To:	71-654			
	2.02	120	R	From:	71-817	J NA	NA	05/16/200
932)	3.03	130	ĸ			NA -	INA	05/16/200
	1 50	400	R	From:	71-969	NIA.	NΙΔ	05/16/200
932	1.50	100	ĸ	To:	71-807	NA 1	NA	05/16/200
				From:	71-718	1		
933)	0.10	120	R	<u> </u>	71-710	NA	NA	1996
000				To:	Dead End]		
				From:	71-616]		
934)	1.55	150	R			NA	NA	1996
				10:	71-855			
	1.87	440	R	From:	71-672	NA	NA	1997
935)	1.07	440	K			INA	INA	1997
	1.55	1300	R	From:	SR 40	NA	NA	1997
935)	1.55	1300	K	To:	71-790	1	IVA	1991
				From:	71-947			
936	0.08	90	R	<u> </u>		NA	NA	1997
				To:	71-989]		
936)	0.40	90	R	From:		NA	NA	1997
				To:	Dead End			
				From:	71-628			
937)	0.85	30	R	To	71.77	NA T	NA	04/18/200
				т.	71-761	<u>1</u>		
(029)	0.90	100	R	rioid.	71-683	J NA	NA	08/08/2000
938	0.50	100	٠,	т —	71 (C-	1975	INC	55/00/200
(000)	0.50	70	R	From:	71-627	NA	NA	08/08/200
938)	0.50	, 0	1			1873	INA	00/00/200
938)	2.45	90	R	From:	71-684	NA	NA	08/08/2000
	2.70	-			71-927	- 17/1	14/7	55,55,200

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:			71-841		1							
939)	3.85	290	R								NA			NA		1996
				To:			71-844									
940	1.50	360	R	rioiii.			71-609				NA			NA		03/06/2000
				To: From:		,	71-756									
940	0.90	60	R								NA			NA		03/06/2000
	1.94	540	R	From:			71-763				NA			NA		03/06/2000
940	1.04	040		To:		,	71-665				10/1			1471		
\bigcirc				From:		D	ead End									
941)	1.00	120	R	To:			SR 41				NA			NA		1997
				From:			71-642									
942	1.20	60	R	To:		D	15.1				NA			NA		08/01/2000
				From:			71-656									
943)	0.03	90	R								NA			NA		1996
				To			41-943									
944)	0.25	40	R	From:		D	ead End				NA			NA		05/02/2000
				To:		,	71-844									
	0.25	NA		From:		D	ead End				NA			NA		
945)	0.35	NA		To		25 M F	DM D 1	D., J			NA			NA		
945)	0.40	90	R	From:		.35 M F	RM Dead	Ena			NA			NA		05/02/2000
				To:		,	71-750									
	0.30	60	R	From:		D	ead End				NA			NA		04/18/2000
946)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		0.30 N	IS Dead E	nd			117.			1471		04/10/2000
946)	0.14	60	R	From:		0.50 11	D D Gua E.				NA			NA		04/18/2000
				To: From:		7	1-1705		}							
946)	0.36	240	R	To:		,	US 29				NA			NA		04/18/2000
				From:			71-735		1							
947)	0.93	1400	G	96%	1%	2%	0%	0%	0%	С	0.089	F	0.623	1400	G	2002
_	0.07	4000		From:	40/		71-936	00/	00/		0.007		0.000	4700		2002
947)	0.07	1600	G	96%	1%	2%	0%	0%	0%	F	0.097	F	0.629	1700	G	2002
947)	0.10	1700	G	From: 96%	1%	2%	71-989 0%	0%	0%	F	0.095	F	0.602	1800	G	2002
				To:			ead End									
(0.48)	0.92	90	R	From:		1	US 58				NA			NA		1996
948)	0.02		.``	To:		US :	58; 71-722									1000
				From:			71-751									00/00/000
949	0.55	40	R	To:		71-7	52 WEST				NA			NA		03/06/2000
	0.00	•	_	From:		71-7	52 EAST				NIA			NIA		00/00/0000
949	0.20	8	R	To		D	ead End				NA			NA		03/06/2000
				From:			71-852									
950	0.50	60	R	To:			and Emil				NA			NA		06/28/2000
_				From:			ead End 71-622		<u> </u>							
951)	0.35	100	R	<u> </u>							NA			NA		04/25/2000
				To:		D	ead End									

					Fillsylvania ivianilenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:								
952	0.60	160	R		71-622		NA			NA		1997
				To-	Dead End							
\bigcirc	0.05		_	From:	71-626							1000
953	0.25	70	R	To:	Dead End		NA			NA		1996
				From:	US 58; 71-620							
954)	0.70	240	R		,		NA			NA		1996
				To: From:	71-617							
954)	1.00	200	R	т			NA			NA		1996
				To: From:	71-934							
955)	0.15	100	R		US 58		NA			NA		1997
(933)				To-	Dead End							
				From:	71-993							
956	0.30	40	R	To:	Dead Ford		NA			NA		05/23/2000
				From:	Dead End Dead End							
957)	0.07	380	R		Dead End		NA			NA		1997
001)				To:	71-730							
				From:	Dead End							
958	0.12	560	R	To:	71-730		NA			NA		1997
				From:	Dead End							
959	0.40	50	R		Dead End		NA			NA		05/16/2000
				To-	71-712							
\bigcirc				From:	71-866							
960	0.45	90	R	To:	Dead End		NA			NA		1996
				From:	71-874							
961)	0.50	130	R	<u> </u>	/1-0/4		NA			NA		07/11/2000
				To:	0.50 MS 71-874							
961)	0.31	120	R	F10111			NA			NA		07/11/2000
				To-	Cul-de-Sac							
	0.20	40	ь	From:	Dead End		NA			NA		05/02/2000
962	0.20	40	R	To:	71-862		INA			INA		03/02/2000
				From:	Dead End							
963	1.50	70	R				NA			NA		1996
				To:	SR 360							
(004)	0.60	170	R	From:	71-947		NA			NA		05/23/2000
964)	0.00	170	IX.	To:	Dead End		INA			IVA		03/23/2000
				From:	Dead End							
965)	0.78	NA					NA			NA		
				To-	71-978							
600	0.38	120	R	From:	71-713		NA			NA		1997
966	0.50	120		To:	Dead End	<u></u>	: 4/~1			INC		1001
				From:	Dead End							
967)	0.60	60	R				NA			NA		08/01/2000
				To:	71-969							
	3.07	570	R	From:	71-726		NA			NA		1997
968	3.01	570	ĸ	To:	71-713		INA			INA		1991

					Fillo	syrvariia iviairiteri	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				r											
000	3.13	1100	G	95%	1%	SR 57 2% 1%	2%	0%	С	0.081	F	0.681	1100	G	2002
969	0.10	1100	Ū		170		270	070	Ü	0.001	•	0.001	1100	Ü	2002
969	4.11	400	G	To: From: 95%	1%	71-626 2% 1%	2%	0%	F	0.093	F	0.514	390	G	2002
909)				Tn	.,,	Frederick County		0,0	-	0.000	•	0.0			
				From:		US 58									
970	0.18	150	R							NA			NA		07/25/20
				To: From:		0.18 MN US :	58								
970)	1.82	80	R							NA			NA		07/25/20
				To:		71-968									
			_	From:		71-614									1000
971)	0.15	80	R	To:		Dead End		1		NA			NA		1996
				From:											
972	0.30	120	R			71-901				NA			NA		1997
972)	0.00			To:		Dead End									
				From:		Dead End									
973	1.10	70	R							NA			NA		10/17/20
				To		71-783									
\sim				From:		SR 360									
974)	0.50	60	R	To:		D 1E 1				NA			NA		10/03/20
				r.		Dead End									
	0.50	50	R	From:		Dead End				NA			NA		08/01/20
975	0.50	30	IX.	To:		71-718				INA			INA		00/01/20
				From:		71-702		l							
976	1.67	80) R			71 702				NA			NA		05/09/20
9.0				To:		71-680									
				From:		SR 40									
977	0.20	210	R							NA			NA		1997
				To:		71-606; 71-96	33								
				From:		71-626									
978	0.90	280	R	To:		Cul-de-Sac				NA			NA		1996
				From:											
070	1.20	60	R	110111.		Dead End				NA			NA		07/25/20
979	1.20	•	•••	To:		71-640				107			10.		01720720
				From:		Dead End									
980	0.18	80	R							NA			NA		1997
				To:		71-634									
\sim				From:		Dead End									
981)	0.70	120	R	To:		***				NA			NA		1996
						US 58									
	0.12	90	R	From:		71-626				NA			NA		1996
982	0.12	90	ĸ	To		Franklin County	Line			INA			INA		1990
				From:		71-869	Eme	1							
983)	0.18	46	R	<u> </u>		/1-009				NA			NA		09/12/20
303)				To:		Dead End									
				From:		SR 360									
984)	0.35	60	R							NA			NA		08/22/20
				To:		Dead End									
				From:		0.30 MS US 5	58								
985	0.30	100	R							NA			NA		1996
				To:		US 58									

					Pittsylvania Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv					ZANE STANE III ZII AII	=	Tioui		i actor			
	0.25	40	_	From:	US 58		NIA			NIA		1006
985)	0.25	40	R	To:	Dead End	1	NA			NA		1996
				From:	Dead End	l e						
986)	0.40	60	R		Dodd Zill	1	NA			NA		09/19/2000
				To:	71-713							
\bigcirc				From:	71-729							
987)	0.40	90	R	To:	Dead End	1	NA			NA		09/19/2000
				From:	71-642	1						
988	0.32	1800	R		/1-042	J	NA			NA		1997
000				To:	71-753	1						
(988)	0.60	2500	R	From:	71 705	<u>.</u>	NA			NA		1997
				To:	71-638 Gap Terminus	1						
988	0.18	3000	R	From:	,1 050 Sup 1011111110	1	NA			NA		1997
				To:	US 29							
\bigcirc				From:	Dead End							
989	1.50	210	R			_	NA			NA		1996
				From:	71-936	}						1000
989	0.06	350	R	To:	71-947	1	NA			NA		1996
				From:	71-751							
(990)	3.25	80	R	<u> </u>	/1-/31	j	NA			NA		03/06/2000
990				To:	3.25 MN 71-751	1						
990	0.06	130	R	From:	3.23 IVIIV /1-/31	1	NA			NA		03/06/2000
				To:	71-605	<u> </u>						
				From:	Dead End							
991)	0.50	80	R			1	NA			NA		03/06/2000
				To:	71-726							
	1.00	240	R	From:	71-726	j	NA			NA		1996
992	1.00	240	IX.	To:	Dead End	1	INA			INA		1990
				From:	71-729							
993)	0.12	130	R			4	NA			NA		05/16/2000
				To: From:	71-956	<u> </u>						
993	0.38	70	R			-	NA			NA		05/16/2000
				To:	Dead End							
	4.00	440	_	From:	Dead End	j	NIA			NIA		4007
994)	1.30	110	R	To:	71-868	1	NA			NA		1997
				From:	71-903							
995)	0.65	40	R	<u> </u>	71 705	1	NA			NA		04/04/2000
				To:	Dead End							
				From:	71-633							
996)	0.30	120	R	To:	D 15 1	1	NA			NA		1997
				From:	Dead End	<u> </u>						
997)	0.23	70	R		Dead End	j	NA			NA		1997
991)				To:	71-726							
				From:	Dead End			_				
998	0.12	60	R			•	NA			NA		1997
				To:	71-668	<u> </u>						
\bigcirc	0.10	70	_	From:	71-720		.			NI A		4007
1000	0.16	70	R	To:	Dead End	1	NA			NA		1997
					Deut Liid	I						

						yıvarıla ivlali ileria	unle			Dools		Dir			
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Hurt				From:		Dead End									
1001	0.25	80	R							NA			NA		1997
_	1.22	180	G	From:	00/	71-634 1% 1%	0%	00/		0.400	F	0.044	400		2002
1001)	1.22	100	G	98% Tn·	0%	71-924	0%	0%	С	0.102	Г	0.611	180	G	2002
Pittsylvania County															
1000	0.50	80	R	From:		SR 360				NA			NA		10/17/200
1002	0.00			To:		Dead End				1471			147.		10/11/20
$\overline{}$			_	From:		71-716									
1003	0.60	120	R	To:		Dead End				NA			NA		09/12/20
				From:		Cul-de-Sac									
1004	1.07	560	R							NA			NA		1997
				To: From:		71-719									
1005)	0.70	70	R			Dead End				NA			NA		04/25/20
				To:		71-686									
	1.10	60	R	From:		71-832				NA			NA		10/03/20
1006	1.10	00		To		Dead End				INA			INA		10/03/20
				From:		71-930									
1007)	0.20	100	R							NA			NA		10/24/20
	0.35	60	R	To: From:		71-1122 NORT	H			NA			NA		10/24/20
1007	0.33	00	K	To:		71-1122 SOUT	П			INA			INA		10/24/20
1007	0.55	80	R	From:		/1-1122 300 1				NA			NA		10/24/20
				To:		71-653									
1000	0.59	70	R	From:		71-713				NA			NA		1997
1008)	0.00			To:		Dead End				147 (147.		1007
$\overline{}$				From:		71-870									
1009	0.25	180	R	To:		Dead End				NA			NA		1997
Town of Hurt								· ·							
	0.18	190	R	From:		Dead End				NA			NA		1996
1010	0.10	190	K	To:		71 1002				INA			INA		1990
1010)	0.15	490	R	From:		71-1092				NA			NA		1996
<u> </u>				To: From:		71-1033									
1010	0.07	560	R							NA			NA		1996
$\overline{\bigcirc}$	0.22	590	R	From:		71-1001				NA			NA		1996
1010	0.22	590	K	To:		71 1011				INA			INA		1990
1010)	0.20	680	R	From:		71-1011		[NA			NA		1996
				To: From:		71-1019									
1010	0.11	870	R	To:		71 (24		<u></u>		NA			NA		1996
				From:		71-634 71-1010		<u>l</u>							
(1011)	0.37	90	R			/1-1010				NA			NA		1996
				To:		71-1012									
\bigcirc	0.54	1200	•	From:	00/	71-924	00/	00/	_	0.00	_	0 622	1200	<u></u>	2002
1012	0.54	1300	G	99% To:	0%	0% 0% 71-634 NORTE	0%	0%	С	0.09	F	0.623	1300	G	2002

					Pittsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	Peak Hour	QK Dir Factor	AAWDT Q	W Year
Town of Hurt				From:	71-634 SOUTH	1				
(1012)	0.50	330	R			_	NA		NA	1996
\bigcirc				To	Dead End	<u> </u>				
	0.25	70	R	From:	71-924	1	NA		NA	1997
(1013)	0.23	70	K	To:	Dead End	1	INA		INA	1997
				From:	Dead End					
(1014)	0.18	180	R			-	NA		NA	1997
				To:	71-1019					
Pittsvlvania Countv				From:	Dead End					
(1015)	0.30	140	R			-	NA		NA	1997
				To: From:	US 29					
(1016)	0.85	190	R	From:	Dead End	j	NA		NA	1997
1010				To	71-713]				
				From:	71-622	j				
(1017)	0.80	47	R	To:	Dead End	1	NA		NA	08/09/200
				From:	71-643					
(1018)	1.30	540	R		/1-0-5	j	NA		NA	1997
				To:	71-642]				
Town of Hurt				From:	D. IE I	1				
(1019)	0.36	220	R		Dead End	J	NA		NA	1996
				To:	71-1033	1				
(1019)	0.30	360	R	From:		4	NA		NA	1996
				To: From:	71-1014]				
(1019)	0.08	450	R				NA		NA	1996
\bigcirc	0.40			From:	71-1001	}				4000
(1019)	0.18	380	R	To:	71-1010	1	NA		NA	1996
				From:	Dead End	<u> </u>				
(1020)	0.25	140	R			-	NA		NA	1996
				To:	71-634					
Pittsvlvania Countv				From:	Dead End					
(1021)	0.90	30	R	<u></u>		_	NA		NA	08/01/200
				To:	71-640					
	0.20	260	R	From:	71-745	j	NA		NA	1997
(1022)	0.20	200	1	To:	71-720]	INA		INA	1997
				From:	Dead End					
(1023)	1.00	80	R			-	NA		NA	1996
				To: From:	71-718					
1024	0.10	420	R	From.	US 58; 71-734	J	NA		NA	1997
1024)				To:	71-1076	1				
(1024)	0.25	370	R	From:			NA		NA	1997
				To:	71-655					
<u></u>	0.40	00	ь	From:	Dead End		NIA		NIA	07/18/2000
1025	0.40	90	R	To	71-718	1	NA		NA	07/16/2000
Town of Hurt										
	0.40	40		From:	Dead End		NIA		NI A	4000
(1026)	0.16	46	R	To:	71-1058	ī	NA		NA	1996
					/1-1030	Į				

					Pilisylvania iviaintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT	QW Year
Town of Hurt				From:	71-1058				
(1026)	0.23	440	R		/1 1000	NA		NA	1996
	0.15	630	R	To: From:	71-1060	NA NA		NA	1996
(1026)	0.15	030	, K	To	71-634	INA		INA	1990
Pittsvlvania County				From:	71-620				
(1027)	0.12	180	R		/1-020	NA NA		NA	1997
				To:	US 58				
1028	0.50	70	R	From:	Dead End	l NA		NA	09/19/2000
				To:	71-855				
	0.30	70	R	From:	US 29 BUS	NA		NA	1996
1029	0.50		- 1\	To:	Dead End	IVA		IVA	1000
				From:	Dead End				201101000
1030	0.25	230	R	To:	71-668	NA		NA	09/12/2000
				From:	US 29				
(1031)	0.50	190	R	To:	71-721	NA I		NA	1997
				From:	Dead End				
(1032)	0.50	20	R			NA		NA	03/15/2000
T				To:	US 29				
Town of Hurt				From:	71-1019				
(1033)	0.05	260	R	_		NA		NA	1996
(1033)	0.27	230	R	From:	71-1092	NA		NA	1996
(100)				То:	71-1010				
Pittsvlvania County				From:	71-947				
(1034)	0.15	80	R			NA		NA	09/12/2000
				To: From:	Dead End 71-694				
(1035)	0.05	80	R		/1-094	NA		NA	08/22/2000
				From:	0.05 MN 71-694				
(1035)	0.63	70	R	To:	Dead End	NA		NA	08/22/2000
				From:	Dead End				
(1036)	0.50	40	R	To:		NA		NA	05/02/2000
Town of Hurt				10.	71-640				
	0.40		_	From:	71-1001				4000
(1037)	0.10	70	R	To:	Dead End	NA I		NA	1996
Pittsvlvania County									
(1038)	0.20	620	R	From:	71-1042	NA		NA	1997
				To:	71-1086				
1038)	0.23	210	R	From:		NA		NA	1997
$\overline{}$	0.00	040		From:	71-1042	NI A		NIA	1007
(1038)	0.09	940	R	To:	US 29	NA		NA	1997
				From:	Dead End				
(1039)	0.30	60	R	To:	71-803	NA		NA	05/23/2000
				1	/1-003				-

					Pittsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTruck 2Trail	OC.	() k	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				E		1100		. 45(0)			
(1040)	0.80	180	R	From:	US 58	l NA			NA		1996
				To: From:	71-948						
1040	0.03	320	R			N.A	١		NA		1996
				To: From:	US 58						
(1041)	0.38	120	R	FIOIII.	71-836	l NA			NA		1997
(1041)	0.00			To:	Dead End		•				
				From:	71-1038						
(1042)	0.12	260	R			N/	١		NA		1997
	0.40	200		To: From:	71-1045	N/			NIA		4007
1042	0.10	390	R			N.A	١.		NA		1997
\bigcap	0.08	440	R	To: From:	71-1043	N/			NA		1997
1042	0.06	440	K			IN <i>F</i>			INA		1997
(1042)	0.14	460	R	From:	71-1072	N/			NA		1997
1042)	0.11		.`.	To:	71-1038		•		147		1007
				From:	Cul-de-Sac						
(1043)	0.06	70	R			N/	١		NA		1997
				To:	71-1042						
	0.40	60	R	From:	Dead End	l NA			NA	0	5/16/2000
(1044)	0.40	00	IX.	To:	71-703		<u>.</u>		INA	U.	3/10/2000
				From:	71-1042						
(1045)	0.09	60	R			N/	١		NA		1997
				To:	Cul-de-Sac						
	0.04	70	_	From:	71-1050	NI/			NIA		4000
1046	0.04	70	R	To:	Dead End	N <i>A</i>	١		NA		1996
				From:	71-718						
(1047)	0.30	60	R		,1,10	N.A	١		NA	0	7/06/2000
				To:	Dead End						
\bigcirc				From:	71-604						_,,,,,
1048	0.30	20	R	To:	Dead End	N <i>A</i>	١		NA	0	7/19/2000
				From:	71-668						
(1049)	0.20	40	R		/1-008	I NA			NA	0	6/27/2000
				To:	Dead End						
\sim				From:	71-665						
1050	0.70	300	R			N/	١.		NA		1996
\bigcirc	0.40	440		From:	71-1046	NI/			NIA		4000
1050	0.10	440	R	To:	US 29	NA I	١		NA		1996
				From:	71-666						
(1051)	0.40	30	R		71 000	N.A	١		NA	0	4/18/2000
				To:	Dead End						
				From:	71-640						
(1052)	0.25	70	R	To	Dead End	N <i>A</i>	١		NA	0	5/02/2000
				From:	Dead End Dead End						
(1053)	0.30	30	R	<u> </u>	Deau Enu	l N <i>A</i>			NA	0	7/25/2000
				To:	71-640						
				From:	71-726						
1054	0.30	280	R	Tar	71 700	N.A	١		NA		1996
				To:	71-729						

					Pittsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:	Dead End						
(1055)	0.65	80	R	<u> </u>	Dead End	NA			NA		10/24/2000
				To:	71-863						
				From:	71-841						
1056	0.50	100	R	т	D 15.1	NA			NA		07/11/2000
				To: From:	Dead End						
(1057)	0.40	40	R	Piolii.	Dead End	NA			NA		04/04/2000
(1057)	0.40			To:	71-750	147 (147 (0-1/0-1/2000
Town of Hurt											
	0.05	222	_	From:	71-1026	NI A			NIA		4000
(1058)	0.25	220	R	To:	Dead End	NA			NA		1996
				From:	71-924						
(1059)	0.37	180	R	<u> </u>	/1-724	NA			NA		1997
				To-	71-924						
				From:	Dead End						
(1060)	0.17	100	R			NA			NA		1997
				To:	71-1026						
Pittsvlvania Countv				From:	SR 40; Halifax County Line						
(1061)	0.85	80	R		SR 40, Hailiax County Line	NA			NA		1997
(1001)				To:	Dead End						
				From:	Dead End						
(1062)	0.30	40	R			NA			NA		07/11/2000
				To:	71-659						
	0.40	000		From:	71-1065	N.1.A			NIA		4007
1063	0.10	630	R			NA			NA		1997
$\overline{}$	0.47	400	_	From:	71-1073	NIA			NIA		4007
(1063)	0.17	420	R			NA			NA		1997
\bigcap	0.13	100	R	From:	71-1074 WEST	NA			NA		1997
(1063)	0.13	100	K	_		INA			INA		1997
	0.10	110	R	From:	71-1179	NA			NA		1997
1063	0.10	110	1	To:	71-1074 EAST	INA			INA		1991
				From:	ECL DANVILLE						
(1064)	0.07	100	R			NA			NA		1997
				To:	Dead End						
\bigcirc				From:	SR 41						
1065	0.27	970	R			NA			NA		1997
	2.12		_	From:	71-1063						400=
1065	0.13	80	R	To:	Dead End	NA			NA		1997
				From:	71-875						
1066	0.30	70	R		/1-8/3	NA			NA		08/15/2000
				To-	Dead End						
				From:	Dead End						
1067	0.25	80	R			NA			NA		03/02/2000
				To:	71-875						
\bigcirc	4.00		_	From:	71-614	A I A			NI A		4007
1068	1.00	60	R	To:	Dead End	NA			NA		1997
				From:	71-676						
1069	0.25	80	R		71 070	NA			NA		05/16/2000
				To:	Dead End						

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK Dir	\(\Lambda \(\Lambda \(\Lambda \(\Lambda \(\Lambda \) \)	N Year
			From:		1			-	
0.35	30	R		/1-039	_	NA		NA	09/12/2000
			To	Dead End					
		_	From:	SR 41					1000
0.55	30	R	To:	Dead End	7	NA		NA	1996
			From:		1				
0.17	490	R	<u> </u>	71 1012	_	NA		NA	1997
			To:	71-745					
			From:	Dead End					
0.10	60	R			_	NA		NA	1997
0.00	00	_	From:	71-1063		NIA		NIA	4007
0.09	90	ĸ	To:	Dead End	1	NA		NA	1997
			From:		1				
0.33	130	R		71 1005	_	NA		NA	05/02/2000
			To:	71-1063					
0.16	60	R	rioni.	71-1063 EAST	<u> </u>	NA		NA	05/02/2000
0.10		• • • • • • • • • • • • • • • • • • • •	To:	Dead End				101	00/02/2000
			From:	Dead End					
0.30	40	R			- -	NA		NA	04/11/2000
0.20	00	В	From:	71-734		NΙΛ		NΑ	1997
0.20	90	K	To:	71-1024	1	INA		NA	1997
			From:						
0.20	70	R			-	NA		NA	1997
			To:	SR 360					
			From:	Dead End					100-
0.23	80	R	To:	SD 260	1	NA		NA	1997
			From:		l				
0.38	70	R		Dead End		NA		NA	1997
			To:	SR 360					
			From:	71-903					
0.80	110	R	To:	110.20	7	NA		NA	1997
					l				
0.60	NA			/1-01080(B)/	J	NA		NA	
			To:	Cul-de-Sac/					
			From:	71-00869(B)/				· · · · · · · · · · · · · · · · · · ·	
0.11	NA			a.i	7	NA		NA	
] •				
0.50	90	ь	From:	Dead End	<u> </u>	NΙΔ		NΔ	07/12/2000
0.50	30	IX.	To:	71-670	1	INA		IVA	07/12/2000
			From:	71-686					
0.65	50	R			-	NA		NA	07/12/2000
			To:	Dead End					
0.45	446	_	From:	Dead End		N. A		NIA	4007
0.15	110	R	To:	71-744	1	NA		NA	1997
			From:		1				
0.28	70	R		71-1087 WEST		NA		NA	1997
	0.35 0.55 0.17 0.10 0.09 0.33 0.16 0.30 0.20 0.20 0.23 0.38 0.80 0.60 0.11 0.50	0.35 30 0.55 30 0.17 490 0.10 60 0.09 90 0.33 130 0.16 60 0.30 40 0.20 90 0.20 70 0.23 80 0.38 70 0.80 110 0.60 NA 0.11 NA 0.50 90	0.35 30 R 0.55 30 R 0.17 490 R 0.10 60 R 0.09 90 R 0.33 130 R 0.16 60 R 0.30 40 R 0.20 90 R 0.20 70 R 0.23 80 R 0.23 80 R 0.38 70 R 0.80 110 R 0.60 NA 0.11 NA	0.35 30 R	1	10,35 30 R	2AXR 37AR 117al 217al 17au 17	2008 3400 111all 211all 110all 11all 211all 110all 11all 1	2ANG SAPAGE STREET FIGURE PROUF Pactor

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus	QC Peak	QK Dir Factor	AAWDT QW	Year
Pittsvlvania Countv				From:	71-1089				
(1086)	0.07	80	R		/1-1089	NA		NA	1997
$\overline{\bigcirc}$	0.15	450	R	To: From:	71-1088	NΙΔ		NA	1997
1086	0.15	150	ĸ	To:	71-1087 EAST	NA		INA	1997
1086)	0.14	330	R	From:		NA		NA	1997
				To:	71-1038				
1087)	0.10	110	R	From:	71-1086 WEST	NA		NA	1997
1007)	0.10		.``	To:	71-1086 EAST				
$\overline{}$				From:	71-1086				
1088	0.05	48	R	To:	Cul-de-Sac	NA		NA	1997
				From:	Cul-de-Sac				
1089	0.05	40	R			NA		NA	1997
				To:	71-1086				
1090)	0.17	330	R	From:	US 29	NA		NA	1997
1090)	0.17			To:	Dead End	101		107	1007
				From:	Cul-de-Sac				
1091	0.10	50	R	To:	71-719	NA		NA	1996
Town of Hurt					11 /11/				
			_	From:	71-1010				
1092	0.10	250	R			NA		NA	1996
1092	0.10	220	R	From:	71-1097	NA		NA	1996
1092				То:	71-1033				
Pittsvlvania Countv				From:	71 005				
1093)	0.18	60	R	r tonii.	71-895	NA		NA	04/09/20
1000)				To:	Dead End				
\bigcirc			_	From:	71-682				
1094	0.25	20	R	To:	Dead End	NA		NA	1996
				From:	Dead End				
1095)	0.50	120	R			NA		NA	04/09/20
				To:	71-640				
	0.60	60	R	From:	71-662	NA		NA	1997
1096)	0.00	00	K	To:	Dead End	INA		IVA	1997
Town of Hurt									
	0.10	90	R	From:	Dead End	NA		NA	1996
1097)	0.10	30	IX.	To:	71-1092	IVA		IVA	1990
Pittsvlvania County									
	0.30	80	R	From:	71-9317	NA		NA	1997
1098)	0.30	00	K	To:	0.20 ME 71.0217	INA		NA.	1997
1098	0.30	640	R	From:	0.30 ME 71-9317	NA		NA	1996
			-	То:	Dead End	•			
				From:	Dead End				
1099	0.60	70	R	To:	71 710	NA		NA	04/23/20
_				From:	71-718 Dead End				
1101)	0.21	160	R		Dead Elid	NA		NA	1997
				To:	71-1102				

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	AAWDT QW	Year
Pittsvlvania Countv				From:	71 1102	ì			
(1101)	0.09	290	R	r ioni.	71-1102	NA		NA	1997
(1101)	0.00		• • •	To	71-726]			1001
				From:	71-1101				
1102	0.09	120	R			NA		NA	1996
				To: From:	71-1103	ļ			
1102	0.10	260	R	rioni.		NA		NA	1996
				To:	71-726				
\bigcirc				From:	Dead End				
(1103)	0.14	90	R			NA I		NA	1996
				To:	71-1102				
\bigcirc	0.04	50	_	From:	71-1040 SOUTH]		NIA	4007
1104	0.24	50	R	To:	71-1040 NORTH	NA I		NA	1997
				From:		1			
	0.30	190	R	Pioni.	Dead End	NA NA		NA	1997
(1105)	0.30	190	K	To:	71-655]		INA	1991
				From:	71-1004	1			
(1106)	0.18	140	R	<u> </u>	/1-1004	NA NA		NA	1997
(1100)	00		••	To:	Cul-de-Sac]			
Town of Hurt						•			
-				From:	Cul-de-Sac				
(1107)	0.56	120	R			NA		NA	1996
<u> </u>				To:	71-924				
Pittsvlvania Countv									
	0.00	200	_	From:	SR 41			NIA	4007
(1108)	0.08	280	R			NA		NA	1997
\bigcirc				From:	BEGIN CIRCLE	 			
1108	0.42	280	R	To:	END GIDGLE	NA I		NA	1997
					END CIRCLE				
	0.40	420	_	From:	71-1110 SOUTH]		NIA	4007
1109	0.40	130	R			NA		NA	1997
				From:	71-1110 NORTH	}			
(1109)	0.32	330	R	т	51 510	NA 1		NA	1997
				To:	71-719				
	0.44	440	_	From:	71-1109 SOUTH			NIA	4007
1110	0.11	110	R			NA		NA	1997
$\overline{}$				From:	71-1111	}			
1110	0.30	80	R	To:	51 1100 NOP TV	NA I		NA	1997
					71-1109 NORTH				
	0.00	60	Б	From:	71-1110	NIA.		NIA	1000
1111)	0.06	60	R	To:	Dead End	NA I		NA	1996
				-		<u> </u>			
	0.48	170	R	From:	Dead End	NA NA		NA	1997
(1112)	0.40	170	1	To-	71-713]		INA	1331
				From:	71-728	ı			
(1113)	0.30	30	R		/1-/20	NA		NA	04/18/2000
(1113)	0.00			To:	Dead End]		14/3	J ., 10,2000
				From:	71-638				
(1114)	0.29	120	R		/1-038	I NA		NA	1996
1114	0.20	0	• • • • • • • • • • • • • • • • • • • •	To:	71-1115]			1000
				From:	71-638				
1115	0.33	160	R	<u> </u>	/1-030	NA		NA	1997
	5.00		••	To:	Dead End]		147.	1001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Q Hour Q	K Dir AAWDT Factor	QW Year
Pittsvlvania Countv				From:	Dead End			
(1116)	0.36	140	R			NA	NA	1996
				To: From:	71-1109			
(1117)	0.09	60	R	From:	71-1116	l NA	NA	1996
				To:	Cul-de-Sac			
$\overline{}$				From:	Dead End			
1118	0.90	130	R	To:	SR 41	NA I	NA	1997
				From:	71-863			
(1119)	0.29	90	R	<u> </u>	71-003	NA	NA	1996
				To:	71-719			
\bigcirc	2.22			From:	71-1121			
1120	0.23	NA		To:	71-866	NA I	NA	
				From:	Cul-de-Sac			
(1121)	0.05	NA		<u> </u>	ea. as bac	NA	NA	
				To:	71-1120			
\bigcirc	0.70	00		From:	71-1007 WEST	NA	NA	0.4.4.4.100000
1122	0.70	80	R	To	71-1007 EAST	NA I	NA	04/11/2000
				From:	Dead End			
1123	0.07	NA				NA	NA	
				To:	US 29 APPROXIMATE LOCATION			
	2.42			From:	Cul-de-Sac			100=
1125	0.18	60	R			NA	NA	1997
	0.08	80	R	From:	71-1126	NA	NA	1997
(1125)	0.06	80	K	To:	71-851	INA 	INA	1997
				From:	71-1125			
(1126)	0.05	30	R			NA	NA	1997
				To:	Cul-de-Sac			
\bigcirc	0.39	NA		From:	Cul-de-Sac	NA NA	NA	
(1127)	0.39	INA		To:	71-745	INA 	INA	
				From:	71-719			
(1128)	0.09	NA				NA	NA	
				To:	Dead End			
	0.19	60	R	From:	SR 41	NA NA	NA	1997
(1129)	0.19	00	K	To	Cul-de-Sac	l NA	NA.	1991
				From:	BEGIN LOOP			
(1130)	0.30	70	R			NA	NA	1997
				To: From:	71-1136			
(1130)	0.12	40	R			NA	NA	1997
				To:	END LOOP			
(1131)	0.17	70	R	From:	Dead End	l NA	NA	1996
(1131)	• • • • • • • • • • • • • • • • • • • •			To:	71-1133			
				From:	SCL DANVILLE			
(1132)	0.20	860	R			NA	NA	1997
$\overline{}$				To: From:	71-1140			
(1132)	1.45	520	R	_		NA	NA	1997
(1132)	1.00	430	R	From:	71-1146	NI A	NA	1997
		430	ĸ			NA	NA	1007

					Pittsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv				From:	71-1142						
(1132)	0.40	110	R	_		NA			NA		1997
				To:	Dead End						
(1122)	0.03	180	R	From:	SR 41] NA			NA		1996
1133	0.00			To:	71-1131						1000
1133	0.27	90	R	From:		NA			NA		1996
				To:	SR 41						
	0.33	20	R	From:	71-864 SOUTH	NA NA			NA		03/14/2000
1134	0.55	20	K	To:	71-864 NORTH]			INA		33/14/2000
				From:	WCL DANVILLE						
(1135)	0.13	80	R			NA			NA		1996
				To: From:	Dead End						
1136	0.03	49	R	FIOIII.	71-1130	I NA			NA		1997
(1130)				To:	Cul-de-Sac						
				From:	71-646						
(1137)	0.18	60	R	To:	71 1120	NA I			NA		1996
				From:	71-1138 Dead End	<u> </u>					
1138	0.05	60	R		Dead End	I NA			NA		1997
				To: From:	71-1137	ļ					
(1138)	0.10	160	R			NA			NA		1997
				To:	71-634						
	0.22	NA		From:	71-00626(B)/	NA NA			NA		
1139	0.22	INA		To:	33-01139(U)/JB-33/]			INA		
				From:	Dead End						
(1140)	0.55	680	R			NA			NA		1997
				To: From:	71-1132						
(1141)	0.30	70	R	From:	Dead End	NA NA			NA	(09/19/2000
1141)	0.00			To:	SCL DANVILLE]					
				From:	Dead End						
(1142)	0.40	190	R			NA			NA		1997
	0.50			From:	71-1132	 					1007
(1142)	0.58	920	R			NA			NA		1997
(1142)	0.07	1300	R	From:	71-1144	NA NA			NA		1997
(1142)	0.01		.`	To:	71-1153						1007
(1142)	0.04	1700	R	From:	/1-1133	NA NA			NA		1997
				To:	WCL DANVILLE						
\bigcirc	0.07	NIA		From:	71-00640(B)/	NI A			NIA		
1143	0.67	NA		To:	Cul-de-Sac/	NA I			NA		
				From:	71-1142	<u> </u>					
1144	0.10	60	R	_		NA			NA	C	09/19/2000
				To:	Dead End	<u> </u>					
	0.40	70	R	From:	71-1132	NA			NA		1996
1146	0.40	70	ĸ	To:	Dead End	IN/A			INA		1990
				From:	Dead End						
(1147)	0.15	60	R	_		NA			NA		1997
				To-	71-633						

					Pittsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK Dir Factor	AAWDT QW	Year
Pittsvlvania Countv				From:	71-750					
1148)	0.21	140	R	<u> </u>	/1-/30		NA		NA	1997
				To: From:	BEGINNING OF LOOP					
1148)	0.46	90	R	. —		1	NA		NA	1997
				To: From:	END LOOP					
1149)	0.19	NA		From.	SR 62		NA		NA	
1143				To	Dead End					
				From:	Dead End					
High Meadow Circle	0.39	NA		To:	71 1110	Ī	NA		NA	
				From:	71-1118 Dead End					
1153	0.65	280	R		Dead End		NA		NA	1997
				To:	71-1142					
<u> </u>				From:	71-821					
1154	0.25	130	R	To:	CD 57		NA		NA	1997
				From:	SR 57					
1155)	0.49	50	R		SR 57		NA		NA	1997
				To:	SR 57					
				From:	Dead End					
1159	0.67	NA		To:	71 000	Ī	NA		NA	
				From:	71-863					
1163	0.32	NA			Cul-de-Sac		NA		NA	
1109				To	SR 41 APPROXIMATE LOCATION					
				From:	Cul-de-Sac					
1164)	0.19	NA		To	71.1162	Ī	NA		NA	
				From:	71-1163					
1165)	0.23	NA			Cul-de-Sac		NA		NA	
				To:	71-1163					
				From:	SR 41					
1166	0.43	160	R	To:	D. IF. I	Ī	NA		NA	1997
				From:	Dead End					
1169)	0.12	80	R	<u> </u>	71-1170		NA		NA	1997
				To:	71-813					
$\overline{}$				From:	SR 57 WEST					
1170	0.10	190	R			_	NA		NA	1997
	0.07	400		From:	71-1169		NI A		NA	400-
1170	0.07	130	R	To:	SR 57 EAST		NA		NA	1997
				From:	SR 57 WEST					
1171)	0.84	80	R	<u> </u>		ļ	NA		NA	1997
				To	SR 57 EAST					
$\overline{}$	0.00	A		From:	71-00730(B)/ WEST		NI A		NA	
1172	0.60	NA		To:	71-00730(B)/ EAST	_	NA		NA	
				From:	71-964					
1177)	0.04	NA		<u> </u>	/1 ///		NA		NA	
\bigcup				To:	Dead End					
Town of Hurt				From:	D ID I					
1178	0.05	NA		. rolli.	Dead End		NA		NA	
				To:	71-924					

					Pittsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(: ()	K Dir AAWDT QW Factor	Year
Pittsvlvania Countv				From:				
(1179)	0.05	60	R		71-1063	l NA	NA	1997
				To:	Cul-de-Sac			
				From:	SR 41			
(1182)	0.16	530	R			NA	NA	1996
	0.47		_	From:	71-1183			1000
(1182)	0.17	350	R			NA	NA	1996
	0.23	60	R	From:	71-1184	NA	NA	1996
1182	0.23	00	IX.	To:	Cul-de-Sac		IVA	1990
				From:	71-1182			
1183	0.18	80	R			NA	NA	1996
				To:	Cul-de-Sac			
	0.05	60	_	From:	71-1182	NA	NIA	4000
1184	0.05	60	R	To:	Cul-de-Sac	NA I	NA	1996
				From:	71-719			
1185	0.10	130	R	<u> </u>		NA	NA	1997
				To: From:	71-1186			
1185	0.22	NA		r tom.		NA	NA	
				From:	71-1190			
1185	0.31	NA				NA	NA	
				To:	71-1192; 71-1191			
	0.18	120	R	From:	71-1185	NA NA	NA	1997
1186	0.10	120	K			INA	IVA	1991
4100	0.08	130	R	From:	71-1187	NA	NA	1997
1186	0.00	100		To:	71 1100	l NA	INA	1007
1186)	0.03	20	R	From:	71-1188	NA	NA	1997
11809	0.00			To:	Cul-de-Sac			
				From:	71-719			
1187)	0.10	190	R	_		NA	NA	1996
				To:	71-1186			
	0.30	80	Р	From:	71-1186	l NA	NΔ	1006
(1188)	0.30	80	R	To:	Cul-de-Sac		NA	1996
				From:	71-1185			
1189)	0.14	40	R			NA	NA	05/09/200
				To:	Cul-de-Sac			
	0.13	NA		From:	71-1185	NA	NIA	
1190	0.13	NA		To-	Cul-de-Sac	NA I	NA	
				From:	Cul-de-Sac			
1191)	0.05	NA			cui do suo	NA	NA	
<u> </u>				To:	71-1185; 71-1192			
\bigcirc				From:	71-1185; 71-1191			
1192	0.04	NA		To:	Cul do Soo	NA I	NA	
F £ II - 4				1	Cul-de-Sac			
Town of Hurt				From:	Dead End			
(1193)	0.19	NA				NA	NA	
				To:	71-1107			
Pittsvlvania Countv				From:	Cul-de-Sac			
(1194)	0.26	70	R	<u> </u>	Cui-uc-Sac	I NA	NA	1996
					71-1182			

					Bus 20-da 21-Ada 47-rail 27-rail		Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Hour	QK Factor	AAWDT QW	Year
Pittsvlvania Countv				From:	Dead End	ĺ				
1196	0.15	NA			Doud End	_	NA		NA	
				To-	71-640	<u> </u>				
\bigcirc	0.05	00	_	From:	Dead End		NIA		NA	1007
1197	0.25	80	R	To:	71-1153	1	NA		NA	1997
				From:	71-841	1				
1198	0.15	NA				-	NA		NA	
				To:	Cul-de-Sac					
	0.07	NA		From:	Cul-de-Sac	J	NA		NA	
1199	0.07	IVA		To:	71-841	1	INA		INA	
				From:	71-00853(B)/					
1242	0.40	NA		_		=	NA		NA	
				To:	Cul-de-Sac/					
$\overline{}$	0.05	NA	· <u> </u>	From:	Cul-de-Sac/]	NΙΛ		NΛ	
1243	0.05	NA		To:	71-01242(B)/	1	NA		NA	
				From:	Cul-de-Sac/					
1244)	0.05	NA				-	NA		NA	
				To:	71-01242(B)/					
\bigcirc	0.05	NA		From:	Cul-de-Sac/		NIA		NIA	
1245	0.05	NA		To:	71-01242(B)/	1	NA		NA	
				From:	71-735	1				
1246)	0.12	20	R				NA		NA	1996
				To:	Dead End					
\bigcirc	0.44	CO		From:	Dead End		NIA		NIA	4007
1247)	0.14	60	R	To:	71-729	1	NA		NA	1997
				From:	71-719	l				
1250)	0.33	NA				_	NA		NA	
				To:	Cul-de-Sac					
	0.00	NA		From:	Dead End		NIA		NA	
1251	0.23	INA		To:	71-1250	1	NA		INA	
				From:	71-1250	l				
1252)	0.10	NA		<u> </u>		-	NA		NA	
				To: From:	71-1255; 71-1253]				
1252	0.34	NA				7	NA		NA	
				To:	Cul-de-Sac	<u> </u>				
1252	0.05	NA		From:	Dead End	J	NA		NA	
1253	0.00	147		To:	71-1252; 71-1255	<u> </u>				
				From:	71-730					
1254)	0.42	180	R			7	NA		NA	1997
				To:	Dead End	<u> </u>				
1255	0.18	NA		From:	71-1252; 71-1253	J	NA		NA	
1200)	0.10			To:	71-1252	<u> </u>				
				From:	Dead End					
1256	0.16	NA				7	NA		NA	
				To:	71-729	<u> </u>				
(150)	0.51	NA		From:	71-726	J	NA		NA	
1258	0.01	IVA		To	Dead End	1	INA		INA	
					****	•				

					Pitts	ylvania Maintena	ince Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pittsvlvania Countv															
(1260)	0.29	NA		From:		Dead End				NA			NA		
				To:		71-1261									
(1260)	0.60	60	R	From:		71 1201				NA			NA		1997
				To:		71-872									
\sim				From:		Cul-de-Sac									
(1261)	0.54	70	R	To:		71-1260				NA			NA		1996
				From:											
(1262)	0.44	NA		<u> </u>		Dead End/				NA			NA		
				To:		71-01260(B)/									
				From:		71-864									
1265	0.30	NA								NA			NA		
				To-		71-1266									
	0.10	NA		From:		Cul-de-Sac				NIA			NIA		
1266	0.19	NA		To:		Cul-de-Sac				NA			NA		
				From:		Dead End		<u>_</u>							
(1270)	0.42	330	R	<u> </u>		Dead End				NA			NA		1997
				To:		71-729									
				From:		Cul-de-Sac									
(1280)	0.29	70	R							NA			NA		1996
				To:		71-853									
	0.42	NA		From:		Dead End				NA			NA		
1285	0.42	IVA		To-		SR 40				IVA			IVA		
				From:		Dead End		i							
(1290)	0.45	NA								NA			NA		
				To:		71-726									
\bigcirc				From:		71-672									
1295	0.21	60	R	To:		Dead End				NA			NA		03/08/200
				From:											
(1300)	0.45	46	R			Cul-de-Sac				NA			NA		1996
(1300)				To:		US 29									
Town of Gretna				-											
	0.47			From:		71-1305									1000
(1301)	0.17	370	R	To:		US 29 BUS				NA			NA		1996
				From:		SR 40									
(1302)	0.58	2400	G	97%	0%	2% 0%	1%	0%	С	0.090	F	0.5	2400	G	2002
(1302)			-	_	-	71-1304	-					-			
(1302)	0.33	1900	G	From: 97%	0%	2% 0%	1%	0%	F	0.084	F	0.565	1900	G	2002
$\bigcup_{i=1}^{n}$				To: From:		71-760		<u> </u>							
(1302)	0.18	1900	R	riom:		. , , , ,				NA			NA		1996
				To:		US 29 BUS									
\sim				From:		SR 40 WEST									
1303	0.05	570	R							NA			NA		1997
	<u> </u>			From:		71-1327							***		
1303	0.07	390	R							NA			NA		1997
		46.5		From:		71-1322 WEST									460=
1303	0.24	430	R							NA			NA		1997
	0.00	400		From:		71-1322 EAST				N14			NI A		4007
1303	0.28	490	R	To:		71-1321				NA			NA		1997
				1		/1-1321									

Pouto	Longth	AADT	04	4Tire	Truck	Peak QC QK	Dir AAWDT OW	Voor
Route Fown of Gretna	Length	AADT	ŲА	4 I IFE	Bus 2Axle 3+Axle 1Trail 2Trail	QC QK Hour	Factor AAWDT QW	Year
				From:	71-1321	<u> </u>		
1303)	0.03	650	R	To:	SR 40 EAST	NA 1	NA	1997
				From:	71-1319	1		
1304	0.09	240	R			NA	NA	1997
				To: From:	71-792]		
1304)	0.19	280	R	To:	71 1202	NA 1	NA	1997
				From:	71-1302	<u> </u>		
305)	0.17	1600	R		SR 40	I NA	NA	1997
				To:	71-1301	1		
1305	0.07	1300	R	From:	71 1501	NA	NA	1997
				To:	71-1326]		
305	0.07	1200	R			NA	NA	1997
				To: From:	71-1314]		
305	0.01	1100	R			NA	NA	1996
				To: From:	71-1319]		
305	0.08	1200	R			NA	NA	1996
	0.04	000	_	From:	71-792	NIA.	NIA	4000
1305	0.24	860	R	To:	71-1302	NA 1	NA	1996
				From:	71-792	<u> </u>		
306)	0.16	260	R	L	/1-1/2	NA NA	NA	1997
				To:	71-1302			
$\widehat{}$				From:	71-1309			
307	0.09	470	R			NA	NA	1997
	0.40	4000		From:	71-1316	}		400
1307	0.10	1300	R	To:	71-792; US 29 BUS	NA 1	NA	1997
				From:	SR 40			
1308	0.13	1200	R		SK 10	NA	NA	1997
				To: From:	71-1330	 		
1308)	0.17	1200	R	rioin.		NA	NA	1997
				To: From:	71-1310			
1308)	0.27	960	R			NA	NA	1997
<u> </u>				To: From:	71-792]		
1308)	0.16	1200	R			NA	NA	1997
\bigcirc	2.27	440		From:	71-1318]		400
1308)	0.07	140	R	To:	NCL GRETNA	NA 1	NA	1997
ittsvlvania Countv					NCE GRETIVA			
C C				From:	NCL GRETNA			
1308	0.15	90	R		P 17	NA 1	NA	1997
				To:	Dead End	l		
own of Gretna				From:	71-792			
1309)	0.06	570	R	-		NA	NA	1997
				To: From:	71-1307]		
1309)	0.20	390	R			NA	NA	1997
				To:	71-1302	<u> </u>		
$\overline{}$	0.17	250	Р	From:	71-792	N/A	NIA.	1000
1310)	0.17	350	R		71-1308	NA NA	NA	1996

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(;	QK Dir Factor	AAWDT QV	V Year
Town of Gretna				From:	71-1308				
(1310)	0.56	270	R			NA		NA	1996
				To-	71-792; 71-1318				
(1244)	0.20	160	R	From:	SR 40	NA NA		NA	1997
(1311)	0.20	100		To:	Dead End	10.			1007
				From:	SR 40 Dalton St				
1312	0.19	370	R			NA		NA	1997
	0.40	400		From:	71-1319	NIA.			4000
1312	0.10	180	R			NA		NA	1996
(1312)	0.15	240	R	From:	71-792	NA		NA	1996
(1312)				To:	71-1302				
				From:	71-1302				
1313)	0.10	70	R	To:	ar a	NA		NA	1996
				10.	CL Gretna				
Pittsvlvania Countv				From:	CL Gretna				
(1313)	0.34	70	N	. —		NA		0 N	1996
				10:	Dead End				
Town of Gretna				From:	71-1305				
(1314)	0.12	530	R			NA		NA	1996
				To:	71-1317				
(1245)	0.14	120	R	From:	US 29 BUS	NA NA		NA	1996
(1315)	0.14	120		To-	71-1321	I IVA		IVA	1000
				From:	71-792				
(1316)	0.07	720	R	To:		NA		NA	1996
				From:	71-1307				
(1317)	0.06	960	R		71-792	NA		NA	1997
				To:	71-1314				
(1317)	0.05	490	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA		NA	1997
				To:	Dead End				
	0.22	530	R	From:	71-792; 71-1310	NA NA		NA	1997
(1318)	0.22	330	IX.	To:	71-1308	INA		NA.	1991
				From:	71-1312				
(1319)	0.23	460	R			NA		NA	1996
				To-	71-1305				
Pittsvlvania Countv				From:	Dead End				
(1320)	0.15	60	R			NA		NA	08/29/2000
				To:	SR 40				
Town of Gretna				From:	71-1303				
(1321)	0.02	230	R			NA		NA	1997
				To: From:	71-1315				
(1321)	0.08	230	R	To:	TIC 50 DATE	NA		NA	1997
				From:	US 29 BUS				
(1322)	0.23	120	R		71-1303 WEST	NA NA		NA	1997
		-		To:	71-1303 EAST				
$\overline{}$				From:	71-1327				
(1323)	0.08	420	R	To:	SR 40	NA		NA	1997
-				- 45-	SR 40				

					Pilisylvania iviaintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir AA Factor AA	AWDT QV	V Year
Town of Gretna				From:	SR 40				
(1323)	0.13	580	R			NA		NA	1997
				To:	71-792				
	0.04	270	R	From:	US 29 BUS	NA NA		NA	1997
(1324)	0.04	210	IX.	To:	WCL GRETNA	INA		IVA	1997
Pittsvlvania Countv									
(1324)	0.08	260	R	From:	WCL GRETNA	l NA		NA	1997
(1324)				To:	71-1325				
				From:	Dead End				
(1325)	0.17	120	R	To:	71-1324	NA I		NA	1997
Town of Gretna					/1-1324				
	2.12			From:	71-1305				400=
(1326)	0.12	310	R	To:	Cul-de-Sac	NA I		NA	1997
Pittsvlvania County									
	2.22	400	_	From:	Dead End				1007
(1327)	0.38	420	R	To:	71-1323	NA I		NA	1997
Town of Gretna									
	0.00	400		From:	71-1323	NIA		NIA	4007
(1327)	0.02	490	R	To:	71-1303	NA I		NA	1997
Pittsylvania County									
	0.32	20	R	From:	71-935	NIA		NIA	4007
(1328)	0.32	30	ĸ	To:	Dead End	NA I		NA	1997
				From:	71-935				
(1329)	0.20	60	R			NA		NA	1996
T. 46				To:	Dead End				
Town of Gretna				From:	71-1308				
(1330)	0.06	40	R	To:	D. IE I	NA		NA	1997
Distanting Country				10.	Dead End				
Pittsvlvania Countv				From:	Dead End				
(1331)	0.20	90	R	To:	71-935	NA		NA	08/29/2000
				From:	Dead End				
(1332)	0.15	80	R	<u> </u>		NA		NA	1996
				To:	SR 40				
	0.17	NA		From:	US 29 BUS	NA		NA	
(1334)	0.17	IVA		To:	Dead End	INA		INA	
_				From:	US 29 BUS				
(1336)	0.30	40	R	To:	D 15 1	NA		NA	1996
				From:	Dead End Dead End				
(1345)	0.14	30	R		Dead End	NA		NA	09/19/2000
				To:	71-1078				
	0.00	40	Б	From:	US 29 SOUTH	NI A		NA	07/40/0000
1400	0.30	40	R	To:	US 29 NORTH	NA I		NA	07/12/2000
Town of Chatham									
	0.03	1600	R	From:	US 29 BUS	NIA		NA	1007
(1401)	0.03	1600	ĸ	To:	71-1419	NA		INA	1997

					FILLS	yivania ivianilenance Ai	Са							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	Peak Hour	QK	Dir Factor	AAWD	T QW	Year
Town of Chatham				From:										
1401)	0.03	1100	R			71-1419			NA			NA		1997
				To: From:		71-1408								
1401)	0.03	1300	R						NA			NA		1997
1401)	0.09	950	R	From:		71-1418			NA			NA		1997
1401)	0.00			To		71-1404								1007
1401)	0.01	240	R	From:					NA			NA		1997
				To:		Dead End								
(402)	0.09	1200	R	From:		SR 57			NA			NA		1997
11-11-2				To		71-1415	<u> </u>							
1402)	0.10	1600	R	From:					NA			NA		1996
				To: From:		71-1407								
402	0.09	840	R						NA			NA		1996
	0.20	290	R	From:		71-1414			NA			NA		1996
1402	0.20	230	IX.	To:		WCL CHATHAM			INA			INA		1990
ittsvlvania Countv														
1402)	0.30	230	R	From:		WCL CHATHAM			NA			NA		1996
1402)	0.00			To		Dead End								
own of Chatham														
(403)	0.06	640	R	From:		SR 57			NA			NA		1996
1400)				To: From:		71-1416								
1403	0.07	740	R	From:					NA			NA		1996
				To: From:		71-1440								
1403	0.37	930	R	To:		US 29 BUS	1		NA			NA		1996
				From:		71-1401								
1404)	0.10	710	R	<u> </u>		71 1101			NA			NA		1996
<u> </u>				To: From:		71-1405								
1404)	0.15	790	R						NA			NA		1996
$\overline{}$	0.15	750	R	From:		71-1410			NA			NA		1996
1404	0.13	750	K	To:		71-1412			INA			INA		1990
1404)	0.19	710	R	From:		/1-1412			NA			NA		1996
				To: From:		71-685								
1404)	0.10	700	R						NA			NA		1996
				To: From:		71-1441; US 29 BUS								
1405	0.07	260	R	riom.		71-1407			NA			NA		1996
1400)				Ta		71-1422								
1405)	0.07	320	R	rrom:					NA			NA		1996
				To: From:		US 29 BUS	-							
1405)	0.22	470	R	To:		71-1404			NA			NA		1996
				From:		71-1404	<u> </u>							
1406	0.13	780	R			/ I-1 4 U /			NA			NA		1996
				To:		US 29 BUS								
$\overline{}$	2.22	000	_	From:		71-1402			NI A			A 1 A		4000
1407)	0.06	830	R	To:		71-1406			NA			NA		1996
						,11100								

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	()('	QK Dir Factor	AAWDT QW	Year
Town of Chatham						•			
1407)	0.07	820	R	From:	71-1406	J NA		NA	1996
				To: From:	71-1405]			
(407)	0.15	760	R			NA		NA	1996
				To: From:	71-1410				
1407)	0.24	380	R	To:	71-685	NA 1		NA	1996
				From:	71-832				
408	0.22	1100	R	<u> </u>	/1=032	NA		NA	1996
				To:	71-1401				
\sim	2.42			From:	71-685				4000
409	0.19	100	R	To:	US 29 BUS	NA 1		NA	1996
				From:	71-1407	<u>.</u> I			
410)	0.14	800	R		/1-140/	NA NA		NA	1996
<u> </u>				To:	US 29 BUS	1			
410)	0.01	530	R	From:	002,200	NA		NA	1996
				To:	71-1413]			
1410	0.14	520	R			NA		NA	1996
				To: From:	71-1411]			
410	0.07	380	R	. —		NA		NA	1996
				To:	71-1404	<u> </u>			
	0.14	290	R	From:	71-1410	J NA		NA	1996
411)	0.14	230		To:	71-1412]		IVA	1000
				From:	71-1411				
412	0.07	180	R			NA		NA	1996
				To:	71-1404				
\frown	0.08	90	ь.	From:	71-1410]		NIA	1006
413)	0.06	80	R	To:	US 29 BUS	NA 1		NA	1996
				From:	Dead End				
1414)	0.19	230	R			NA		NA	1996
				To:	71-1402				
\sim	0.00	4000		From:	71-1402]		NIA	4000
1415)	0.03	1600	R	To:	US 29 BUS; Gap Terminus	NA 1		NA	1996
				From:	71-1419 Gap Terminus				
415)	0.07	630	R	To:		NA		NA	1996
				From:	71-1418	<u> </u>			
416)	0.26	380	R	rioni.	71-1403	J NA		NA	1996
410)	0.20		• • • • • • • • • • • • • • • • • • • •	To:	SR 57	1		101	1000
ittsvlvania Countv									
	0.07	400	ь.	From:	SR 57]		NIA	1006
417)	0.07	100	R	To:	Dead End	NA 1		NA	1996
own of Chatham				•	Dead Elia				
				From:	71-1401]			
1418)	0.03	570	R	To:	71 1415	NA 1		NA	1996
				From:	71-1415	<u> </u>			
			_	From.	Dead End	J NA		NA	1996
410)	0.03	140	R					IVA	1996
419)	0.03	140	R	To:	71 1401			NA 	1990
419	0.03	140 260	R — R	To: From:	71-1401]NA		NA NA	1996

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	\circ	(.)K	AAWDT QW	Year
Town of Chatham									
(1420)	0.20	360	R	From:	71-694 WEST	NA		NA	1996
				To: From:	71-1426 NORTH				
1420	0.10	340	R	r tom.		NA		NA	1996
				To: From:	71-1426 SOUTH				
1420	0.02	470	R	To:	G1 C04 D4 GD	NA		NA	1996
				From:	71-694 EAST				
1421)	0.21	90	R		71-694	NA		NA	1996
1421)				To:	Dead End				
				From:	71-1405				
1422)	0.09	60	R	To:	Dead Ford	NA		NA	1996
				From:	Dead End				
1423	0.03	40	R	<u></u>	71-694	NA		NA	1996
				To:	Dead End				
$\overline{}$				From:	SR-00057(B)/				
1424	0.23	230	R	To	Dead End	NA		NA	1996
Pittsvlvania Countv				I	Dead End				
				From:	71-612				
1425	0.20	190	R			NA		NA	1996
	0.45	200		From:	71-823	NIA			4000
1425	0.15	290	R	To:	SR 57	NA		NA	1996
Town of Chatham					STC 7				
				From:	71-1420				
1426	0.25	200	R	To:	71-1420	NA		NA	1996
				From:	Dead End				
1427)	0.12	80	R	<u> </u>	Dead End	NA		NA	1996
				To:	US 29 BUS				
Pittsylvania County				From:	OD 27 WEST				
1428)	1.04	130	R		SR 57 WEST	NA		NA	1996
				To:	SR 57 EAST				
1428)	0.38	280	R	From:	SKU, ENDI	NA		NA	1996
				To: From:	71-822				
1428	0.06	380	R			NA		NA	1996
				To: From:	SR 57 MID				
1420	0.30	140	R	From:	US 29 BUS	NA		NA	04/18/20
1429	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End				0 11 10/20
				From:	US 29 BUS				
1430	0.26	190	R			NA		NA	04/18/20
				To: From:	Dead End				
1431)	0.35	300	R	Froill.	71-691	NA		NA	1996
				To:	71-1439				
				From:	Dead End				
1432	0.60	140	R	т	71.000	NA		NA	1996
				To: From:	71-832				
1433	0.20	190	R	110111.	71-703	NA		NA	1996
				To:	71-1434				

				Pittsylvania Maintenance Area							
Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(:		QK	Dir Factor	AAWDT	QW	Year
			From	71 1424							
0.98	240	R		/1-1454		NA			NA		1996
			To	US 29							
			From:	US 29							
0.30	420	R			ı	NA			NA		1996
			To: From:	71-703							
0.30	340	R	To	71 1422		NA			NA		1996
0.80	60	R	<u></u>	Dead End		NA			NA		07/18/20
			To:	71-703							
			From:	Dead End							
0.33	60	R			ı	NA			NA		07/18/20
0.69	80	R	From:	US 29		NΔ			NΔ		07/18/20
0.00	00		To:	0.69 MN US 29	'	147 (147.		01710720
2.24			From:	0.70 MN US 29							0=110100
0.21	80	R	To:	71-703		NA			NA		07/18/20
0.77	970	R	<u></u>	Dead End		NA			NA		1996
			To:	71-703							
			From:	Dead End							
0.10	120	R			I	NA			NA		07/18/20
			10:	71-1431							
			From:	71-1403							
0.29	230	R			I	NA			NA		1996
			To:	SR 57							
0.40	00	_	From:	US 29 BUS; 71-1404					NIA		4000
0.12	80	ĸ	To:	Dead End		NA			NA		1996
				2 tau Liiu							
			From:	Dead End							
0.17	50	R	To	OD 57	l	NA			NA		07/06/20
			10.	SR 5/							
			From:	US 29 BUS							
0.20	60	R				NA			NA		1996
			To:	Dead End							
			From:	Dond End							
0.50	60	R		Dead End		NA			NA		10/03/20
			To:	71-832							
			From:	71-691							
0.12	60	R	т	D 15.1	l	NA			NA		1996
0 27	90	R	r rom.	US 29 BUS		NA			NA		1996
V.Z.			To:	Dead End							
			From:	Dead End						_	
0.24	120	R				NA			NA		1996
			To:	71-691							
			From:	71 1402							
0.08	60	R	<u> </u>	/1-1402		NA			NA		1996
			To:	Dead End							
	0.98 0.30 0.30 0.80 0.33 0.69 0.21 0.77 0.10 0.29 0.12 0.17 0.20 0.50 0.12 0.27	0.30 420 0.30 340 0.80 60 0.33 60 0.69 80 0.21 80 0.77 970 0.10 120 0.29 230 0.12 80 0.17 50 0.20 60 0.50 60 0.12 60 0.27 90 0.24 120	0.98 240 R 0.30 420 R 0.30 340 R 0.80 60 R 0.80 60 R 0.69 80 R 0.21 80 R 0.77 970 R 0.10 120 R 0.29 230 R 0.12 80 R 0.12 80 R 0.12 80 R 0.12 80 R	0.98 240 R	Length AADT QA 4 Tire Bus Truck 2 Axie 3 + Axie 1 Trail 2 Trail 2 Trail 0.98 240 R	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail QC F	Length AADT QA 4 Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail CC Hour	Length AADT QA 4Tire Bus Truck 2Axde 34Ade 1Trail 2Trail QC Hour QK	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus AAW Truck Truck Truck AAW Truck Truck AAW Truck Truck

					Pittsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	eak lour	QK Dir Factor	AAWDT QW	Year
Town of Chatham					_	•	ioui	, dotoi		
	0.13	NA		From:	71-01411(U)/71-01412(R)/	١ .	NA		NA	
(1460)	0.13	IVA		To	71-00685(B)/		NA		NA.	
Pittsvlvania County										
	0.12	NA		From:	Dead End		NI A		NIA	
(1500)	0.13	NA		To:	71-729		NA		NA	
				From:	US 29					
1501)	0.30	130	R			ı	NA		NA	1997
				Tn·	Dead End					
	0.12	60	R	From:	71-1504	١ ,	NA		NA	1997
1502	0.12	60	K	т		! !	NA		NA	1997
1502)	0.13	240	R	From:	71-1546		NA		NA	1997
1502	00			To:	71-1503					
1502	0.19	370	R	From:	/1-1303		NA		NA	1997
				To:	US 29					
\bigcirc				From:	71-1504					
1503	0.11	90	R	To:	71-1502	l I	NA		NA	1997
				From:	Dead End					
1504)	0.03	10	R	<u> </u>	Dead End	l I	NA		NA	1997
				To:	71-1502					
1504	0.02	70	R	From:	/1-1302	' '	NA		NA	1997
				To:	71-1503					
\sim				From:	US 29					
1505	0.25	160	R	To:	Dead End	 	NA		NA	1997
				From:	US 29					
1506)	0.40	220	R	<u> </u>	03 27	l 	NA		NA	1997
				То:	Dead End					
\sim				From:	71-00747(B)/					
(1507)	0.10	NA		To:	C-1 1- C/	l I	NA		NA	
				From:	Cul-de-Sac/ SR 41					
(1508)	0.14	200	R	<u> </u>	SR +1	l I	NA		NA	1997
				To:	71-1509					
1508)	0.16	170	R	From:	72.550	' '	NA		NA	1997
				To:	Dead End					
\bigcirc	2.25		_	From:	Dead End	_				400-
1509	0.20	70	R				NA		NA	1997
	0.27	160	R	From:	71-1510	 	NA		NA	1997
1509	0.27	160	ĸ	To:	71-1508		NA		INA	1997
				From:	SR 41; 71-9311					
1510	0.10	640	R		- 17, 17, 20, 20	' '	NA		NA	1997
				To- From:	71-1509					
1510	0.14	330	R				NA		NA	1997
				To: From:	71-1511 WEST					
1510	0.09	270	R			ı	NA		NA	1997
				From:	71-1511 EAST					
1510	0.07	80	R	-	P 17 1		NA		NA	1997
				To:	Dead End					

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QW	V Year
Pittsvlvania Countv				From:	71-1510 WEST				
(1511)	0.18	140	R			NA		NA	1997
				To:	71-1510 EAST				
	0.20	90	R	From:	SR 41	NA		NA	1997
1512	0.20	30		To:	Dead End	INA		IVA	1007
				From:	SR 41				
(1513)	0.15	130	R			NA		NA	1997
				To: From:	Dead End				
(1514)	0.35	60	R	Piolii.	Dead End	NA		NA	10/11/2000
(1514)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	71-743	100			10/11/2000
_				From:	Dead End				
1515	0.30	60	R			NA		NA	10/11/2000
				To: From:	71-1539				
1515	0.30	180	R	To:	71.740	NA		NA	10/11/2000
				From:	71-742				
(1516)	0.30	70	R		Dead End	NA		NA	09/26/2000
1010				To:	71-750				
				From:	WCL DANVILLE				
(1517)	0.44	230	R			NA		NA	1996
				To: From:	Dead End				
(1519)	0.19	90	R	1 Tolli.	WCL DANVILLE	NA		NA	1996
(1319)	00			To	Dead End				
_				From:	71-750				
(1520)	0.15	120	R	To:		NA		NA	1996
				From:	71-724				
(1521)	0.10	40	R	From:	71-1522	NA		NA	1996
(1521)	00			To:	Dead End				
				From:	Dead End				
(1522)	0.50	170	R			NA		NA	1996
$\overline{}$				From:	71-1521				
(1522)	0.23	360	R			NA		NA	1996
	0.00	400	_	From:	71-1534	NIA		NIA	4000
(1522)	0.06	400	R	To:	71-750	NA		NA	1996
				From:	Dead End				
1523	0.40	200	R			NA		NA	1996
				To: From:	71-750				
(1523)	0.26	140	R	_		NA		NA	1996
				To:	Dead End				
(1524)	0.40	100	R	From:	Dead End	NA		NA	1996
1524		100		To:	71-750			<u> </u>	
				From:	Dead End				
(1525)	0.30	60	R	_		NA		NA	1996
				To:	71-750				
(500)	0.50	40	R	From:	Dead End	NA		NA	09/26/2000
(1526)	0.50	40	ĸ	Tar	71 1507	INA		INA	0312012000
(1526)	0.60	120	R	From:	71-1527	NA		NA	09/26/2000
(1526)	0.00			To:	71-750	1.0.1			
·							-		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC F	Peak Hour	QK Dir Factor	AAWDT	QW Year
Pittsvlvania Countv				From:		1				
(1527)	1.00	49	R		Dead End]	NA		NA	08/01/2000
				To-	71-1526					
\bigcirc	0.40		_	From:	US 29; 71-1550					4007
1528	0.13	80	R	To:	Dead End	1	NA		NA	1997
				From:	Dead End					
(1529)	0.95	460	R			• -	NA		NA	1996
				To:	WCL DANVILLE					
	0.50	70	R	From:	Dead End]	NA		NA	1996
1530	0.50	70	ĸ	To:	71-863	1	INA		INA	1996
				From:	71-746					
(1531)	1.27	90	R			• •	NA		NA	10/11/2000
				To:	Dead End					
	0.20	20		From:	Dead End		NIA		NIA	00/12/2000
(1532)	0.20	30	R	To:	71-883	1	NA		NA	09/12/2000
				From:	Dead End					
1533	0.24	80	R				NA		NA	1996
				To:	71-750					
\bigcirc	0.44	00	-	From:	71-1522		N 1 A		NIA	1000
(1534)	0.14	60	R	To:	Dead End	1	NA		NA	1996
				From:	Dead End	1				
1535	0.04	40	R		Denn Din	<u>I</u>	NA		NA	1997
				To:	71-1545 SOUTH	 				
1535	0.20	250	R				NA		NA	1997
				From:	71-1545 NORTH]				
1535	0.11	570	R				NA		NA	1997
				To: From:	71-1537	-				
1535	0.26	650	R			_	NA		NA	1997
	0.22	4400		From:	71-1536		NIA		NΙΔ	1007
1535)	0.23	1100	R	To:	SR 41	1	NA		NA	1997
				From:	Dead End					
(1536)	0.40	240	R			<u>.</u>	NA		NA	1997
				To:	71-1535					_
	0.40	240		From:	71-744		NI A		NIA	4007
(1537)	0.16	340	R	To:	71-1535	1	NA		NA	1997
				From:	Dead End/					
1538	0.23	NA				1	NA		NA	
				To:	71-01533(L)/					
	0.05	50	-	From:	Dead End		N 1 A		NIA	4000
1539	0.25	50	R	To:	71-1515]	NA		NA	1996
				From:	71-744	I				
(1540)	0.16	160	R			•	NA		NA	1996
				To: From:	71-1541]				
1540	0.08	60	R			-	NA		NA	1996
				To:	Dead End					
	0.32	60	R	From:	Cul-de-Sac		NA		NA	1996
(1541)	0.32	OU	ĸ	To:	71-1540	1	INA		INA	1990

					1 Ittoyrvariia iviairiteriariee 7 irea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Pittsvlvania Countv						·			
1541)	0.09	70	R	From:	71-1540	NA NA		NA	1996
1541)	0.00			To:	Dead End]		10.	1000
				From:	71-750				
1542)	0.14	100	R			NA		NA	1996
				To:	Dead End				
4540	0.19	170	R	From:	71-750	NA		NA	1996
1543	0.19	170	IX.	Tar	71.1540	1		INA	1990
1543	0.01	100	R	From:	71-1548	NA		NA	1996
1343)	0.0.			To:	71-1560	<u> </u>			
				From:	71-750				
1544	0.10	330	R			NA		NA	1996
_				To: From:	71-1549				
1544	0.40	250	R			NA		NA	1996
				To:	Dead End				
	0.39	170	R	From:	71-1535 SOUTH	NA		NA	1997
1545)	0.39	170	ĸ	To:	71-1535 NORTH	INA]		NA	1997
				From:	Cul-de-Sac				
1546	0.06	70	R		eu de sue	NA		NA	1997
				To:	71-1547				
1546	0.07	130	R	From:		NA		NA	1997
				To:	71-1502				
$\overline{}$				From:	71-1546				
1547	0.03	48	R	To:		NA I		NA	1997
				From:	Cul-de-Sac				
4500	0.58	90	R	From:	71-1543	NA NA		NA	1996
1548)	0.50	30		To:	71-747	1		IVA	1000
				From:	71-1544				
1549	0.10	160	R			NA		NA	1996
				To: From:	71-1566				
1549	0.10	140	R			NA		NA	1996
				To: From:	71-1567				
1549)	0.15	60	R			NA		NA	1996
<u> </u>				To: From:	71-1568]			
1549)	0.10	70	R	т		NA I		NA	1996
				To:	Cul-de-Sac				
4550	0.63	30	R	From:	Cul-de-Sac	NA NA		NA	1997
1550	J.00			Ter	71 1551	L			
1550	0.15	60	R	From:	71-1551	NA		NA	1997
				To:	BUS US 29; 71-1528	<u> </u>			
				From:	Cul-de-Sac				
1551	0.16	30	R			NA		NA	1997
				To:	71-1550				
\bigcirc	0.40	N/A		From:	71-01550(B)/	NIA.		NIA.	
1552	0.18	NA		To:	Dead End/	NA I		NA	
				From:	71-746				
1555	0.30	60	R		11-110	NA		NA	1996
				To:	Dead End	<u> </u>			

					1 Ittoyrvariia iviairiteriairiee 7 irea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour QK	Dir AAWDT QW Factor	Year
Pittsvlvania Countv				From:	71-1541	i		
1558	0.15	NA		<u> </u>	/1-1341	NA	NA	
				To: From:	71-1559]		
1558	0.17	NA		To:		NA 1	NA	
				From:	Cul-de-Sac	•		
1559	0.18	NA		Piolii.	Cul-de-Sac	J NA	NA	
1559	0.10			To-	71-1558]	101	
				From:	Cul-de-Sac			
1560	0.03	47	R			NA	NA	1996
				To:	71-1543			
	0.17	NA		From:	Dead End/] NA	NA	
1561	0.17	IVA		To-	71-01564(B)/]	IVA	
				From:	Dead End/			
1562	0.05	NA				NA	NA	
				To:	71-01563(U)/71-01561(B)/			
$\overline{}$	2.25			From:	71-01562(U)/71-01561(B)/			
1563	0.05	NA		To:	Dead End/	NA 1	NA	
				From:	Dead End			
1564)	0.55	46	R	<u> </u>	Deat End	NA	NA	1997
				To:	71-1565	1		
1564)	0.09	80	R	From:	71 1505	NA	NA	1997
				To:	71-1545	1		
				From:	Cul-de-Sac			
1565)	0.13	40	R	To:	71.1564	NA 1	NA	1997
				From:	71-1564			
1500	0.12	70	R	110111.	71-1549	I NA	NA	1996
1566	V			To:	Cul-de-Sac]		
_				From:	71-1549			
1567)	0.33	90	R	_		NA	NA	1996
				To:	71-1568			
	0.13	180	R	From:	71-1549	J NA	NA	1996
1568	0.13	100	K			1NA 1	INA	1990
	0.04	70	R	From:	71-1567	NA	NA	1996
1568	0.04	,,		To:	Cul-de-Sac]	177	1000
				From:	SR 360			
1575	0.10	220	R			NA	NA	1996
				To:	71-1576			
	0.05	70		From:	Dead End) NA	NA	1006
1576	0.05	70	R	_		NA •	NA	1996
	0.14	60	R	From:	71-1575	NA	NA	1996
1576	J. 17			To:	0.14 MN 71-1575	1.0.1		
				From:	71-1548			
1580	0.08	50	R			NA	NA	1996
				To:	Cul-de-Sac			
\cap	0.00		_	From:	71-1548		NIA.	4000
1581	0.06	50	R	To:	Cul-de-Sac	NA 1	NA	1996
				From:	Dead End	<u> </u>		
1584	0.36	60	R	<u> </u>	Deat Lift	NA	NA	1997
				To:	71-1524			

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT QW	V Year
Pittsvlvania Countv				From:	Cul-de-Sac				
(1590)	0.30	70	R		Cur-uc-suc	NA		NA	1996
				To:	71-750				
				From:	71-727				
1592	0.21	60	R	т	0.1.1.0	NA		NA	1997
				To: From:	Cul-de-Sac				
1505	0.86	110	R	FIOIII.	71-743	NA		NA	1997
1595	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	101			1001
				From:	Dead End/				
1620	1.55	NA				NA		NA	
\bigcirc				To:	71-00620(B)/				
				From:	Dead End/				
1621	0.10	NA		To:	71.01(20/D)/	NA		NA	
				1	71-01620(B)/				
	0.15	NA		From:	Dead End/	NA		NA	
1622	0.13	IVA		To:	71-01620(B)/	INA		INA	
				From:	Dead End/				
1623)	0.14	NA			Doug Eng	NA		NA	
				To:	71-01620(B)/				
				From:	Dead End				
1630	0.10	80	R			NA		NA	08/08/20
				To: From:	71-1634				
1630	0.20	60	R			NA		NA	08/08/20
				To:	Dead End				
\bigcirc	0.45		_	From:	Dead End				1000
1633	0.15	80	R	To:	71-863	NA		NA	1996
				From:					
1634	0.10	230	R	<u> </u>	71-1630	NA		NA	1996
1634	01.10		•••	To:	US 58 ; FR-645				
				From:	Dead End				
1640	0.25	80	R			NA		NA	1996
				To:	71-872				
<u> </u>				From:	Dead End				
1648)	0.30	80	R	To:	T1 0/2	NA		NA	09/19/200
					71-863				
	0.76	60	R	From:	71-872 SOUTH	NA		NA	1997
1649	0.76	60	ĸ	To:	71-872 NORTH	INA		INA	1997
				From:	71-854				
1659	0.09	80	R	<u> </u>	71 03 1	NA		NA	09/19/200
				To:	Dead End				
				From:	71-622				
1660)	0.13	60	R			NA		NA	1996
_				To: From:	71-1664				
1660	0.05	30	R			NA		NA	1996
				To:	Cul-de-Sac				
\sim			_	From:	71-1664				
1661	0.06	30	R	т	0.11.3	NA		NA	1996
				To:	Cul-de-Sac				
	0.06	60	В	From:	71-622	NI A		NIA	1996
1662	0.06	60	R	To:	71-1664	NA		NA	1990
					/ 1=1 UU ' †				-

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour QK	Dir AAWDT QW Factor	Year
Pittsvlvania County				From:	71-1664			
1662	0.09	40	R			NA	NA	1996
				To:	Dead End			
\bigcirc	0.07	70	В	From:	71-622	NA	NA	1006
1663	0.07	70	R			INA I	INA	1996
1000	0.06	49	R	From:	71-1664	NA	NA	1996
1663	0.00	-10		To:	Cul-de-Sac	14/1	147.	1000
				From:	71-1663			
1664	0.17	70	R			NA	NA	1996
				To: From:	71-1662			
1664	0.09	80	R			NA	NA	1996
				To: From:	71-1661			
1664	0.11	80	R	. —		NA	NA	1996
				To:	71-1660			
	0.16	50	R	From:	Dead End	l NA	NA	1996
1665	0.10	30	ĸ	To:	71-742	INA	IN/A	1990
				From:	71-746			
1670	0.35	100	R			NA	NA	1996
				To:	Cul-de-Sac			
$\overline{}$				From:	71-1670			
1671)	0.37	NA				NA	NA	
$\overline{}$				To: From:	71-1672			
1671)	0.26	NA		To:	Dead End	NA I	NA	
				From:				
1672	0.55	NA			71-1671	NA	NA	
1072)				To:	Cul-de-Sac			
				From:	71-01672(B)/			
1673)	0.14	NA		_		NA	NA	
				To:	Cul-de-Sac/			
	0.22	NA		From:	Cul-de-Sac/	NA NA	NΙΛ	
1674	0.22	NA		To:	71-01672(B)/	INA 	NA	
				From:	Dead End			
1680)	0.35	120	R		Dead End	NA	NA	1996
				To:	US 58			
				From:	Cul-de-Sac			
1685)	0.36	NA		To:	110.50	NA	NA	
				From:	US 58			
1000	0.05	NA		FIOIII.	Cul-de-Sac	l NA	NA	
1686	0.00			To:	71-1685			
				From:	Cul-de-Sac			
1687	0.09	NA				NA	NA	
				To:	71-1685			
\cap	0.05	440	-	From:	71-892	NIA.	NIA	4000
1690	0.65	140	R	To:	Dead End	NA I	NA	1996
				From:	71-1690			
1691	0.43	60	R		/1-10/0	NA NA	NA	1997
	-			To:	Cul-de-Sac			
				From:	71-1690			
1692	0.77	NA				NA	NA	
				To:	71-1691			

					Pittsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		Dir AAWDT QW	Year
Pittsvlvania Countv				From:	D. J.C. J			
1701	0.25	60	R	Troin.	Dead End	NA	NA	1996
				To: From:	71-1709			
1701)	0.10	130	R	From:		NA	NA	1996
				To: From:	71-1704			
1701	0.11	420	R	Trom.		NA	NA	1996
				To: From:	71-1707			
1701	0.13	340	R			NA	NA	1996
				From:	71-1702			4000
1701)	0.39	470	R	To:	US 29	NA	NA	1996
				From:	71-1701			
1702	0.14	230	R	<u> </u>	71 1701	NA	NA	1996
				To:	71-1703			
\bigcirc				From:	71-946			
1703	0.28	170	R	To-	71-1702	NA	NA	1996
				From:	71-1702			
1704	0.09	190	R		/1-1/01	NA	NA	1996
				To:	71-1705			
1704)	0.09	47	R	From:	71 1705	NA	NA	1996
				To	Cul-de-Sac			
\sim				From:	71-1704			
1705	0.09	170	R			NA	NA	1996
	0.00	100	_	To: From:	71-1706			4000
1705	0.08	190	R	To	71-946	NA	NA	1996
				From:	Cul-de-Sac			
1706)	0.09	60	R	<u> </u>	Cur-uc-sac	NA	NA	1996
				To:	71-1705			
				From:	Dead End			
1707	0.13	60	R			NA	NA	1996
	2.12			From:	71-1708			4000
1707	0.10	80	R	To:	71-1701	NA	NA	1996
				From:	Cul-de-Sac			
1708	0.20	30	R	<u> </u>	cur de bue	NA	NA	1996
				To:	71-1707			
				From:	Cul-de-Sac			
1709	0.20	30	R	To:	71-1701	NA	NA	1996
				From:	Cul-de-Sac			
1710	0.11	40	R	<u></u>	Cui-ue-Sac	NA	NA	1996
				Ta	71-1711			
1710	0.08	60	R	From:	7	NA	NA	1996
				To:	71-1709			
\bigcirc			_	From:	71-1710	NI:		400-
1711	0.05	20	R	To:	Cul-de-Sac	NA	NA	1996
				From:	71-1701			
1712	0.08	160	R	<u> </u>	/1-1/01	NA	NA	1996
.)				To	71 1712			
					/1-1/13			
1712	0.08	70	R	From:	71-1713	NA	NA	1996

					Pittsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT QW	Year
Pittsvlvania County				From:	Cul-de-Sac				
1713	0.07	20	R		Cui-uc-sac	NA		NA	1996
				To	71-1712				
\sim				From:	Cul-de-Sac				
1714	0.04	20	R	т	G1 1G12	NA		NA	1996
				To: From:	71-1712				
1740	0.21	NA		riom.	71-863	NA		NA	
1718)	0.21	164		To:	Cul-de-Sac			101	
				From:	71-1718				
1719	0.25	NA				NA		NA	
				To:	Cul-de-Sac				
\bigcirc				From:	71-726				
1720	0.11	170	R	To:	71-1721	NA		NA	1996
				From:					
1721	0.07	80	R		Dead End	l NA		NA	1996
1721	J.01			To	71 1720				
1721)	0.19	90	R	From:	71-1720	NA		NA	1996
1721)				To:	Dead End				
				From:	71-869				
1730	0.15	NA				NA		NA	
				To:	Dead End				
\bigcirc				From:	Dead End				
1740	0.35	180	R	To	71-723	NA		NA	1996
				From:					
1744	0.14	NA		r rom.	Dead End	NA NA		NA	
1741)	0.11			To:	71-723			10.	
				From:	Dead End				
1800	0.03	50	R	<u></u>		NA		NA	1997
				To: From:	71-1803 SOUTH	<u> </u>			
1800	0.06	280	R			NA		NA	1997
				To: From:	71-1804 SOUTH				
1800)	0.15	330	R			NA		NA	1997
\bigcirc				To: From:	71-1804 NORTH				
1800	0.07	640	R			NA		NA	1997
				To: From:	71-1802				
1800	0.09	770	R			NA		NA	1997
				To: From:	71-1801				
1800	0.28	900	R			NA		NA	1997
				To:	71-1535				
	0.00	60	B	From:	Cul-de-Sac	NI A		NΑ	1007
1801)	0.08	60	R	To:	71-1800	NA I		NA	1997
				From:	Cul-de-Sac				
1802	0.10	80	R		Cur-uc-sac	NA		NA	1997
				To:	71-1800				
		_		From:	71-1800 SOUTH				
1803)	0.32	130	R	_		NA		NA	1997
				To:	71-1800 NORTH				
\bigcirc			_	From:	71-1800			NI A	100
1804)	0.05	70	R	To	Cul-de-Sac	NA I		NA	1997
-]	Cui-de-Sac				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT Q	N Year
Pittsvlvania Countv				From:	Cul-de-Sac				
1805	0.15	80	R	To	71-1800	NA		NA	09/08/2000
				From:	Cul-de-Sac				
(1840)	0.20	60	R	L		NA		NA	1997
				To:	71-734				
9310	0.09	160	R	From:	71-612	l NA		NA	1996
60.09				To:	UNION HALL ELEM SCH				
\bigcirc	0.45	4400		From:	SR 41; 71-1610	NIA		NIA	1000
9311	0.15	1100	R	To:	MT HERMAN ELEM SCH	NA		NA	1996
				From:	71-726				
9312	0.19	730	R	To:	DAN RIVER MID SCH	NA		NA	1996
				From:	US 29 WEST				
9313	0.05	NA		<u> </u>	00 27 WE01	NA		NA	
				To:	US 29 EAST				
	0.06	NA		From:	71-719 SOUTH	NA NA		NA	
9314)	0.00			To:	71-719 NORTH	107			
				From:	71-799				
9315)	0.16	140	R	To:	CLIMAX ELEM SCH	NA		NA	1996
				From:	US 58				
9316	0.14	630	R	<u> </u>	05 30	NA		NA	1996
				To:	BROSVILLE ELEM SCH				
9317)	0.20	510	R	From:	Dead End	NA NA		NA	1996
9317)	0.20			To:	WHITMELL ELEM SCH			101	1000
$\overline{}$				From:	71-703				
9320	0.14	720	R	To:	CHATHAM HIGH SCH	NA		NA	1996
				From:	Dead End				
9322	0.07	460	R			NA		NA	1996
$\overline{}$				To: From:	0.08 MN Dead End				
9322	0.13	100	R	To:	Dead End COATES SCH	NA I		NA	1996
Town of Chatham					Deat End COATES SCIT				
			_	From:	CHATHAM ELEM SCH				4000
(9323)	0.09	420	R	To:	US 29 BUS	NA I		NA	1996
Pittsvlvania Countv									
\bigcirc	0.44	4000		From:	71-869	NIA		NIA	4000
(9324)	0.14	1600	R	To:	TUNSTALL HIGH SCH	NA I		NA	1996
Town of Hurt									
	0.05	050		From:	HURT ELEM SCH	NIA		NIA	4000
(9442)	0.05	250	R	To:	71-634	NA I		NA	1996
Pittsylvania County									
	0.10	260	ь	From:	71-655	NIA		NΙΔ	1006
(9443)	0.10	260	R	To:	GLENWOOD ELEM SCH	NA		NA	1996
Town of Chatham									
	0.25	510	P	From:	CENTRAL ELEM SCH	NΙΛ		NA	1996
(9495)	0.20	310	rs	To:	US 20 BUS	INA		INA	1 330
9495	0.25	510	R	<u> </u>	CENTRAL ELEM SCH US 20 BUS	NA		NA	

					Pittsylvania Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gretna												
(9496)	0.17	230	R	From:	71-1305		NA			NA		1996
(9490)				To	GRETNA ELEM SCH							
Pittsvlvania Countv												
0504	0.15	840	R	From:	71-719		NA			NA		1996
(9524)	0.10	040		To:	BLAIR JR HIGH SCH		147 (14/1		1000
Town of Gretna												
	0.11	370	R	From:	71-1318; 71-1308		NA			NA		1996
9587	0.11	370	- 1	To:	GRETNA JR HIGH SCH		IVA			IVA		1330
Pittsvlvania County												
	0.12	120	R	From:	71-606		NA			NA		1996
9633)	0.12	120	K	To:	MT AIRY ELEM SCH		INA			INA		1990
				From:	71-726							
9843	0.17	1200	R				NA			NA		1996
				To:	DAN RIVER HIGH SCH							
	0.43	1600	R	From:	71-1303		NA			NA		1996
9844)	0.40	1000	1	To:	GRETNA HIGH SCHOOL		IVA			IVA		1330
				From:	71-729							
(9845)	0.10	340	R				NA			NA		1996
				To:	KENTUCK ELEM SCH							
(9846)	0.08	310	R	From:	71-878		NA			NA		1996
9846)	0.00	0.0		To	STONY MILL ELEM SCH		147 (14/1		1000
City of Danville												
1 Jefferson Ave	0.20	2200	G	97%	Main St 1% 1% 0% 0%	С	0.104	F	0.5	2300	G	2002
Jenerson Ave	0.20	2200	G	70:	Patton St	C	0.104	•	0.5	2300	G	2002
				From:	108-3 Chatham Ave							
2 Lanier Ave	0.08	1400	G	97%	1% 1% 1% 0% 0%	F	0.091	F	0.577	1500	G	2002
				To:	108-3708 Kemper Rd							
Bonner Ave	0.50	1800	G	97%	Taylor Dr 1% 2% 0% 0% 0%	F	0.103	F	0.582	1900	G	2002
Bonner Ave	0.00	1000		To:	108-2 Chatham Ave		0.100	•	0.002	1000		2002
				From:	Betts St							
Foster St	0.24	890	G	97%	1% 2% 0% 0% 0%	F	0.154	F	0.536	930	G	2002
				To: From:	Industrial Ave							
9 Ringgold Rd	0.07	2400	G	97%	US 58 1% 2% 0% 0% 0%	F	0.105	F	0.591	2500	G	2002
g Ringgold Rd	0.01			To:	NCL Danville	•	0.100		0.001	2000		2002
				From:	108-Jefferson Ave							
11 Patton St	0.62	500	G	98%	0% 2% 0% 0% 0%	С	0.113	F	0.608	520	G	2002
				To: From:	SR 293 Gap Terminus S. Ridge St.							
(3700) New Mayfield Rd	0.31	2200	G	97%	Maxine Rd 1% 2% 0% 0% 0%	F	0.092	F	0.521	2300	G	2002
New Mayfield Rd				To:	West Main St							
				From:	WCL Danville							
3702 Ferry Rd	0.66	3600	G	97% Tn·	1% 2% 0% 0% 0%	F	0.091	F	0.546	3800	G	2002
				From:	Old Greensboro Rd Ferry Rd							
(3702) Old Greenwood Rd	0.16	4100	G	97%	1% 2% 0% 0% 0%	F	0.089	F	0.531	4400	G	2002
				Ta·	C1US 29 Main St							
(3703) Elizabeth St	1.55	1200	G	97%	Holland Rd 1% 2% 0% 0% 0%	С	0.099	F	0.508	1300	G	2002
(3703) Elizabeth St	1.55	.200	_	91 /0 To:	Edgewood Dr	_	0.000	_'	0.000	1000	_	
					<u> </u>							

					PITTS	sylvania Maintenai	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Danville								_							
\sim				From:		Elizabeth St									
(3703) Edgewood Dr	0.19	2200	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.602	2300	G	2002
				To		West Main St									
<u> </u>				From:		SCL Danville			_					_	
Holland Rd	1.93	900	G	97%	0%	2% 0%	0%	0%	С	0.100	F	0.522	950	G	2002
				To: From:		Schoolfield Dr									
3705) Schoolfield Dr	0.29	1200	G	99%	0%	Holland Rd 1% 0%	0%	0%	С	0.094	F	0.546	1200	G	2002
Schoolfield Dr	0.25	1200	J	To:	0 70	Lanier Dr	0 70	070	O	0.004	•	0.540	1200	O	2002
				From:											
3707) Arlington Ave	0.81	470	G	99%	0%	Greenwood Ave	0%	0%	F	0.11	F	0.536	500	G	2002
Arlington Ave	0.01	4/0	•	To:	0 70	Lanier St	0 70	0 70	'	0.11	•	0.550	300	O	2002
				From:											
Diahan Dd	0.55	4500	•		1%	Memorial Dr	00/	00/	0	0.003	_	0.614	4700	0	2002
Bishop Rd	0.55	4500	G	97%	1%	1% 0%	0%	0%	С	0.093	F	0.614	4700	G	2002
				From:		West Main St									
Augusta Ave	0.06	4000	G	98 <u>%</u>	1%	1% 0%	0%	0%	F	0.107	F	0.506	4300	G	2002
				To:		Lanier Ave									
Lanier St	0.74	3600	•	From:	10/	Augusta Ave	00/	Λ0/	_	0 111	_	0.502	2000	_	2002
Lanier St	0.74	3600	G	98%	1%	1% 0%	0%	0%	С	0.111	F	0.593	3800	G	2002
				From:		Garland St						_			
3708 Lanier Ave	0.13	1300	G	98%	0%	1% 0%	0%	0%	С	0.115	F	0.567	1300	G	2002
				To: From:		Kemper Rd									
3708) Kemper Rd	0.69	6900	G	98%	1%	Lanier St 1% 0%	0%	0%	С	0.080	F	0.564	7300	G	2002
Kemper Rd	0.09	0300	G	90 /0 To:	1 /0	South Main St	0 /0	0 76	C	0.000		0.504	7300	G	2002
				r											
Object a ladia a Assa	0.44	4000	_	From:		Wooding Ave				0.004	_	0.504	0000	0	0000
Chatelaine Ave	0.44	1900	G	To:		Ilt Ct		1		0.094	F	0.561	2000	G	2002
				From:		Levelton St Chatelaine Ave									
3710) Levelton St	0.19	1900	G	<u> </u>		Chatchanic 11ve				0.091	F	0.501	2000	G	2002
(3710) Levelton St				To:		S Main St									
				From:		Kemper Rd		1							
3711) Wooding Ave	0.41	4500	G	97%	1%	1% 0%	0%	0%	F	0.088	F	0.53	4700	G	2002
Wooding Ave	0.41	4000	J	To:	1 /0	W Main St	0 70	070		0.000		0.00	4700	J	2002
				From:			D 1	L L							
Couthamatan Ava	0.42	2200	G		1%	108-3708 Kemper 1% 0%	0%	0%	F	0.005	F	0.501	2400	G	2002
Southampton Ave	0.42	2300	G	97% To:	170			0%	Г	0.095	Г	0.501	2400	G	2002
						108-3714 Watson	St								
<u> </u>			_	From:	40/	SR 293	201		_		_				
Avondale Dr	0.41	3100	G	97%	1%	1% 0%	0%	0%	F	0.103	F	0.584	3300	G	2002
				To: From:		Virginia Avenue Virginia Ave	2								
3714) Watson St	0.23	4200	G	97%	1%	1% 0%	0%	0%	С	0.090	F	0.507	4500	G	2002
Watson St	0.20	-200	3	J1 /0	1 /0		J /0	J /0	J	0.090	•	0.001	7500	J	2002
011 61	6	0000		From:	407	South Main St	001			0.666		0.616	0000		0000
3714 Stokes St	0.50	2200	G	97%	1%	1% 0%	0%	0%	F	0.092	F	0.612	2300	G	2002
_				To: From:		Holbrook Ave		}							
3714 Stokes St	0.25	1900	G	97%	1%	1% 0%	0%	0%	F	0.094	F	0.612	2000	G	2002
108/				To:		Jefferson St									
				From:		West Main St									
3715) Park Ave	0.67	7700	G							0.106	F	0.623	8100	G	2002
3715) Park Ave			-	To:		Memorial Blvd]							
				From:		S Main St									
3716) Industrial Ave	0.73	6700	G	95%	1%	2% 1%	1%	0%	F	0.079	F	0.544	7000	G	2002
108 Industrial Ave	0.75	0,00	3	93 /6 To:	1 /0	Jefferson Ave	1 /0	- J	'	0.013	'	0.544	7 000	J	2002
				From:		Jefferson St									
3716) Industrial Ave	0.70	5300	G	95%	1%	2% 1%	1%	0%	С	0.090	F	0.516	5600	G	2002
(3716) Industrial Ave			-	Ter					-					-	
Industrial Ava	0.25	5700	C	From:	10/	Goodyear Blvd 4% 0%	Ω0/	00/	E	0.097	F	0.520	6000	C	2002
(3716) Industrial Ave	0.35	5700	G	95% To:	1%		0%	0%	F	0.087	г	0.529	6000	G	2002
				10.		Craghead St									

5800 5600	QW G	Year
	G	2002
	G	2002
	G	2002
5600		2002
5600		
	G	2002
2500	G	2002
2400	G	2002
2200	G	2002
5000	G	2002
1800	G	2002
1 400	G	2002
0000	_	0000
3000	G	2002
1000	_	2002
.000	G	2002
		-
2300	G	2002
2000	G	2002
560	G	2002
400	G	2002
2200	G	2002
1500	G	2002
2700	G	2002
630	G	2002
2200	G	2002
2700	C	2002
.700	G	2002
	_	
3800	G	2002
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	3000 3000 3000 3000 2000 560 400 2200 2700	6000 G 800 G 800 G 8000 G

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Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			-	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Danville				From:											
(3735) Worsham St	0.30	7200	G	94%	1%	Bridge St 5% 0%	0%	0%	С	0.083	F	0.637	7600	G	2002
				To: From:		Taft St									
Worsham St	0.34	7000	G	94%	1%	5% 0%	0%	0%	F	0.09	F	0.563	7400	G	2002
				To-		N Main St									
				From:		Wendall Scot									
Third Ave	0.70	4700	G	97%	1%	1% 1%	0%	0%	С	0.097	F	0.562	5000	G	2002
				To-		N Main St									
^				From:		SCL Danvil									
Grant St	0.58	710	G	97 <u>%</u>	1%	1% 1%	0%	0%	F	0.105	F	0.512	750	G	2002
<u> </u>				To:		Industrial A	ve								
				From:		SR 86									
Goodyear Blvd	4.02	5600	G							0.104	F	0.507	5600	G	2002
1009				To-		108-3716 Industri	al Blvd								
_				From:		Melrose Av	e								
3740 Vernie Blvd	0.13	2300	G	98%	0%	1% 0%	0%	0%	F	0.109	F	0.503	2400	G	2002
1087				To		Gloucester A	ve	1							
3740 Northmont Blvd	0.76	2000	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.541	2100	G	2002
Northmont Blvd			-	To		N Main St			-		-			-	_,,,_
				From:		North Ridge									
Poplar St	0.15	3100	G	99%	1%	1% 0%	0%	0%	С	0.110	F	0.568	3300	G	2002
Poplar St		•	_	T.					-		-			-	_,,,_
Danlar Ct	0.40	44000		From:	00/	Memorial D		00/	^	0.000		0.600	11000		2000
Poplar St	0.46	11000	G	98%	0%	1% 0%	0%	0%	С	0.089	F	0.602	11000	G	2002
						Riverside I	r								
O a			_	From:	201	Nordan Di		201	_		_		0.400		
Orchard Dr	0.36	2900	G	98% To:	0%	1% 0%	0%	0%	F	0.11	F	0.615	3100	G	2002
				10.		Franklin Tn	ok .								
<u> </u>				From:		Riverside I								_	
9743 Piney Forest Rd	0.67	5000	G	98%	1%	1% 0%	0%	0%	F	0.098	F	0.522	5300	G	2002
				To: From:		Woodberry l	Or								
Piney Forest Rd	0.01	2100	G	98%	1%	1% 0%	0%	0%	F	0.095	F		2200	G	2002
108/				To:		Central Blv	d								
				From:		Riverside D	r								
3745 Audubon Dr	0.95	3400	G	98%	1%	1% 0%	0%	0%	С	0.115	F	0.583	3600	G	2002
108				To:		Piney Forest	Rd								
				From:		SR 293 N Mai	n St								
3746) Baily PI	0.57	1100	G	97%	1%	2% 0%	0%	0%	F	0.089	F	0.565	1100	G	2002
Bally PI				To:		Seminole D		1							
	-			From:		River Side I							-		
3747) Arnette Blvd	0.98	9500	G	97%	1%	2% 0%	0%	0%	F	0.095	F	0.605	10000	G	2002
Arnette Blvd				Tar										-	
3747) Arnette Blvd	1.07	3000	G	From: 97%	1%	Wendell Scot 2% 0%	0%	0%	С	0.087	F	0.528	3200	G	2002
Arnette Blvd	1.07	3000	G	97 % To:	1 /0	US 29 Piney For		U /0	C	0.007	1.	0.020	3200	G	2002
							ost IXI								
Honry Pd	0.06	2000	•	From:	10/	Union St	00/	Ω0/	_	0 111	_	0.770	4100	_	2002
Henry Rd	0.06	3900	G	97%	1%	2% 0%	0%	0%	F	0.111	F	0.770	4100	G	2002
<u> </u>				From:		Riverside D									
3749 Locust La	0.53	5300	G	98%	1%	1% 0%	0%	0%	F	0.103	F	0.553	5600	G	2002
				To: From:		Sherwood I)r								
3749 Locust Ave	0.31	3300	G	98%	1%	1% 0%	0%	0%	С	0.098	F	0.642	3400	G	2002
108/				To:		Wendell Scot									
<u> </u>				From:		Locust Lan									
Wendall Scott Dr	0.18	4000	G	98%	0%	1% 0%	0%	0%	F	0.095	F	0.567	4200	G	2002
				To: From:		Amette Blv	d]							
3749 Wendall Scott Dr	0.73	4000	G	98%	0%	1% 0%	0%	0%	С	0.09	F	0.554	4200	G	2002
108				To:		Piney Forest									
-						., . +=+									

					Pitts	yivania Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
(3749) Beaver Mill Rd	0.59	1900	G	98%	0%	Piney Forest Ro	0%	0%	F	0.098	F	0.611	2000	G	2002
				From:		WCL Danville		1							
3751 Sherwood Dr	0.18	1800	G	96% To:	1%	Locust La 2% 1% Amette Blvd	1%	0%	F	0.109	F	0.620	1900	G	2002
				From:		N Main St									
Henry St	0.24	2000	G	96% To:	1%	2% 1% Claiborne St	1%	0%	F	0.094	F	0.546	2100	G	2002
(3753) Claiborne St	1.26	1700	G	96% To:	1%	Henry St 2% 1% Third Ave	1%	0%	F	0.096	F	0.519	1800	G	2002
				From:		Arnette Blvd									
Melrose Ave	0.36	5700	G	98% To:	0%	2% 0% Ruskin St	0%	0%	F	0.107	F	0.676	6000	G	2002
Ruskin St	0.18	5500	G	96%	1%	Melrose Ave 2% 1%	1%	0%	F	0.107	F	0.644	5800	G	2002
3755 Nordan Dr	0.31	5500	G	From: 96%	1%	Parrish Rd 2% 1% Piney Forest Ro	1%	0%	F	0.107	F	0.570	5800	G	2002
				From:											
3759 Franklin Tnpk	0.92	7900	G	96% To:	1%	N Main St 2% 1% Piney Forest Ro	1%	0%	С	0.097	F	0.619	8300	G	2002
				From:		US 29 Bus									
9765 Park Ave	0.84	3400	G	98% To:	1%	1% 0% SR 51	0%	0%	С	0.108	F	0.529	3600	G	2002
				From:		South Boston Ro	i								
(3769) Kentuck Rd	1.39	8500	G	93% To:	1%	2% 1% NCL Danville	3%	0%	С	0.094	F	0.527	8900	G	2002
				From:		RTE 936									
Mount Hill Rd	0.84	1800	G	93% To:	1%	2% 1% US 58	3%	0%	F	0.105	F	0.648	1900	G	2002
				From:											
Old Riverside Dr	0.25	4300	G			Riverside Dr				0.106	F	0.521	4500	G	2002
108				To:		Mt Cross Rd									
9772 Piedmont Dr	0.25	21000	G	From:		Memorial Dr				0.083	F	0.598	22000	G	2002
108				To:		Riverside Dr									
7772 Piedmont Dr	0.53	12000	G	From:						0.082	F	0.566	13000	G	2002
<u> </u>	4.00	40000		From:		Westover Dr				0.070	_	0.540	10000		0000
Piedmont Dr	1.32	18000	G	To:		Central Blvd		1		0.079	F	0.518	19000	G	2002
				From:		SCL Danville		I							
Gypsum Rd	1.46	1300	G	<u> </u>		SCE Danville				0.128	F	0.546	1300	G	2002
108				To:		Goodyear Blvd									
				From:		SR 51									
Moorfield Bridge Rd	0.04	1300	G	98% To:	0%	2% 0% WCL Danville	0%	0%	F	0.091	F	0.534	1400	G	2002
				From:		SR 360									
3775 Little Creek Rd	0.52	NA		<u> </u>		SIX 300				NA			NA		
108/				To:	7	1-732 JB-108 ECL D	anville								
$\widehat{}$				From:		Water St									
3776 Eagle Spring Rd	1.70	220	G	98%	0%	2% 0%	0%	0%	С	0.126	F	0.576	230	G	2002
				To:		ECL Danville									

				Fillsylvania iviaintenance Area							
Route	Length AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Alexin - De	050	_	From:	Locust La		0.000	_		070	0	000
Alpine Dr	350	G	To:	Lynndale Dr	1	0.086	F		370	G	200
			From:	Tamworth Dr	I						
Annhurst Dr	670	G	<u> </u>	Talliwolul Di	J	0.092	F		700	G	200
			To:	Vicar Rd							
			From:	US 58							
Barrett St	1300	G	-		-	0.09	F		1300	G	200
			To:	Capri Ct							
Cothy Dr	440	G	From:	Ginger Dr]	0.113	F		460	G	200
Cathy Dr	440	G	To:	Cathy Pl	1	0.113	Г		460	G	200
			From:	Layton Ave	<u> </u>						
Clarkson Dr	120	G		Edyton Ave	1	0.136	F		130	G	200
			To:	Dunmore St							
			From:	Leemont Court]						<u> </u>
Clement Avenue	NA					NA			NA		
			To:	N. Main Street							
Courte a Ct	400	_	From:	Plymouth Dr]	0.447			440		000
Courtney St	130	G	To:	Skyline Ave	1	0.117	F		140	G	200
			From:	Amett Blvd	1						
Dalton Street	NA			Amen bivu	J	NA			NA		
			To:	Ruskin Street							
			From:	US 29							
Hamlin Ave	600	G			_	0.124	F		630	G	200
			To:	Norwich St							
Hamatan Da	400	•	From:	Brookview Dr		0.440	_		440	0	000
Hampton Dr	420	G	To:	Brightwell Dr	1	0.112	F		440	G	200
			From:	Keens Mill Rd	I						
Ivey St	240	G		Rectis iviiii Ru	1	0.11	F		260	G	200
			To:	Cunningham St							
			From:	US29 Bus							
Meadowbrook Dr	290	G	_		0.099	F		300	G	200	
			To:	Edgewood La							
Nalaas Ot	070	_	From:	US 29	j	0.445	_		000	0	000
Nelson St	270	G	To:	WCL Danville	1	0.115	F		290	G	200
			From:		1						
Rosemary La	250	G		Huntington Pl	J	0.114	F		260	G	200
			To:	Tyler Ave	<u></u>						
			From:	Kittyhawk Dr							
Springfield Rd	210	G			_	0.110	F		220	G	200
			To:	Lombardy Way							
Summit Rd			From:	Woodberry Ave							
	280	G	To:	4.1 WI	1	0.108	F		300	G	200
				Arbor Pl	<u> </u>						
Tomworth Di	140	G	From:	Tamworth Dr	J	0.099	F		150	G	200
Tamworth PI	140	J	To:	Conway Dr	1	0.099	Г		130	G	200
			From:	Wildwood Ct	<u> </u>						
Vicar Rd	330	G	<u> </u>	wiidwood Ct	J	0.098	F		350	G	200
vicai NU		-	_	Raintree Rd	1					-	

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From-		Shannon Dr								
Wheatley Rd		90	G						0.126	F		100	G	2002
				To:		Banister Dr								